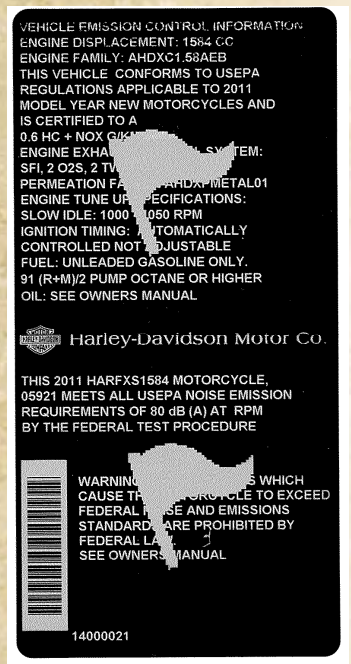
2011 MY
New Model Technical Forum

SUMMER DEALER MEETING 2010

Bar Codes Added to Frame Labels

Bar codes have been added to the frame labels on all models. The small code is the PN for the label, the large is the motorcycle VIN.

DO NOT Use caustic cleaners (brake clean) on these labels as the printing may fade.


VEHICLE EMISSION CONTROL INFORMATION
ENGINE DISPLACEMENT: 1584 CC
ENGINE FAMILY: AHDXC1.58AEB
THIS VEHICLE CONFORMS TO USEPA
REGULATIONS APPLICABLE TO 2011
MODEL YEAR NEW MOTORCYCLES AND
IS CERTIFIED TO A
0.6 HC + NOX G/K
ENGINE EXHA SYSTEM:
SFI, 2 O2S, 2 TW
PERMEATION FA AHDX METAL01
ENGINE TUNE UP SPECIFICATIONS:
SLOW IDLE: 1000 1050 RPM
IGNITION TIMING: AUTOMATICALLY
CONTROLLED NOT ADJUSTABLE
FUEL: UNLEADED GASOLINE ONLY.
91 (R+M)/2 PUMP OCTANE OR HIGHER
OIL: SEE OWNERS MANUAL
Harley-Davidson Motor Co.
THIS 2011 HARFXS1584 MOTORCYCLE,
05921 MEETS ALL USEPA NOISE EMISSION
REQUIREMENTS OF 80 dB (A) AT RPM
BY THE FEDERAL TEST PROCEDURE
WARNIN S WHICH
CAUSE TH CYCLE TO EXCEED
FEDERAL SE AND EMISSIONS
STANDARD ARE PROHIBITED BY
FEDERAL LA
SEE OWNERS MANUAL
14000021

MFD. BY HARLEY-DAVIDSON MOTOR COMPANY
DATE MANUFACTURED: 04/10
GVWR: 526 KG (1160 LB)
GAWR FRONT - 195 KG (430 L 17 M/C 67V TIRE
T17x3.5 RIM AT 36 PSI C
GAWR REAR - 331 KG (730 LB) 200/55R17 M/C 78V TIRE
T17x6 RIM AT 42 PSI COL
THIS VEHICLE CONFORMS TO A APPLICABLE US FEDERAL MOTOR
VEHICLE SAFETY STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE SHOWN ABOVE
V.I.N. ★1HD1BX514AB039221★
TYPE: MOTORCYCLE
14000021
USW
VIN
1HD1BX514AB039221A DOMESTIC 2010 FLSTF
BLACK
FRAME-MOUNT
25HL DSC CH
Thu 040810 7
354234

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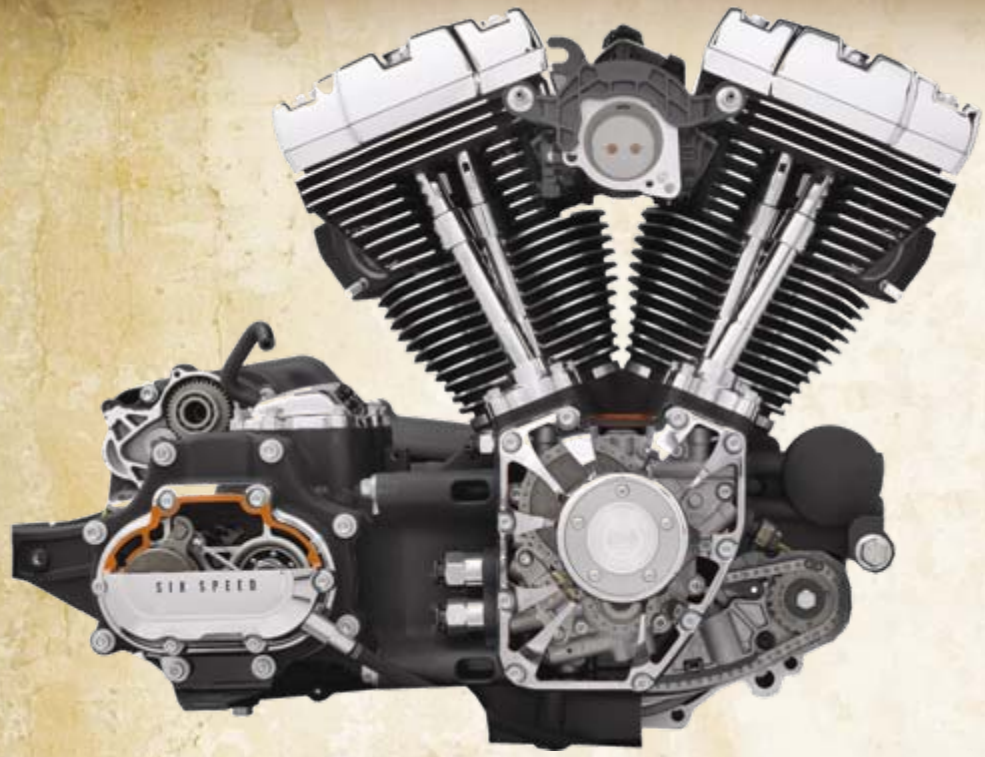
2010



BIG TWIN POWERTRAIN CHANGES

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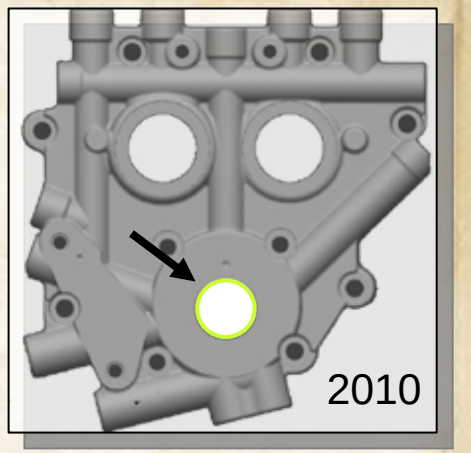
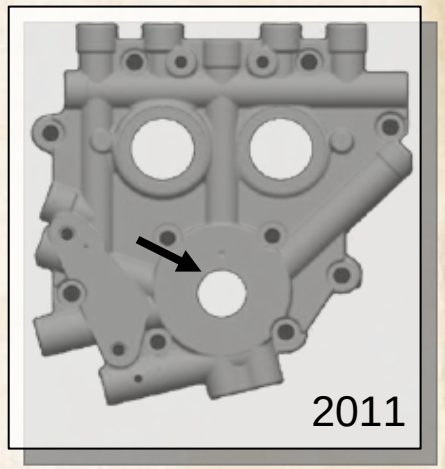
BIG TWIN POWERTRAIN

- Bushing-less cam plate
- Bushing-less rods (running change)
- New induction module / throttle body
- Retainers added for right main bearing
- New breather assembly in the head (running change)
- New bearing in clutch hub
- New compensator for all Touring models

Cam Plate Change

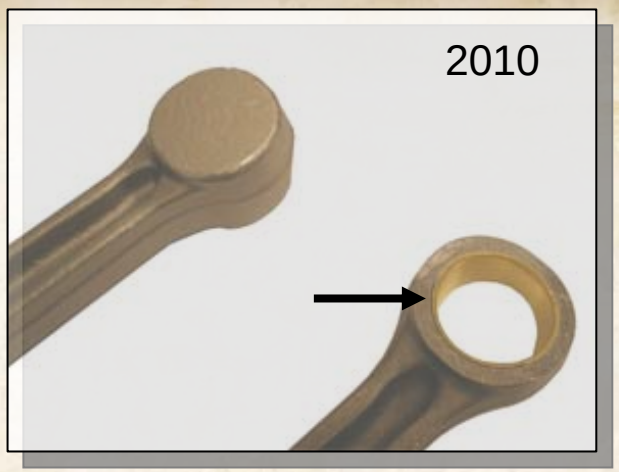
- Bushing removed from crankshaft bore
- Diameter of crankshaft and ID of bore remain unchanged
- Service cam plates for all engines will not have bushing





Connecting Rod

- All dimensions for the piston pin bore are the same
- All service replacement flywheel assemblies will use these rods
- This bore will be honed to size rather than being cut to size
- The upper taper is forged rather than cut



Throttle Body Changes

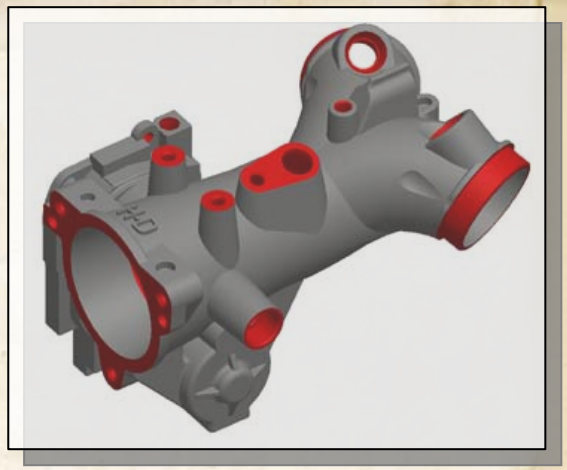
FL Throttle body is now die cast

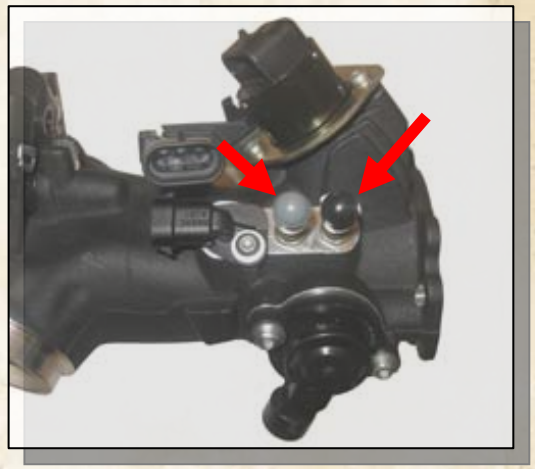
- Die cast body more compact than the old one
  Will not retro fit
- New fuel lines
- Smaller Throttle Control motor housing
- New calibrations required

Dyna® and Softail® Throttle bodies

Two ports on the top left of throttle body

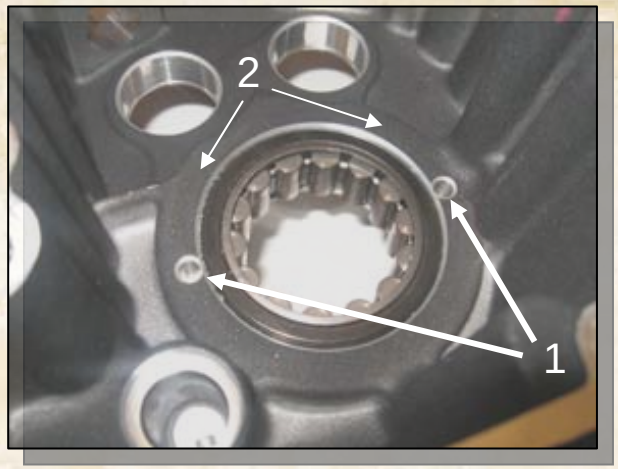
- The gray is for Softail® (active purge)
- The black is for Dyna® (passive purge)
- Capped on models not requiring purge system





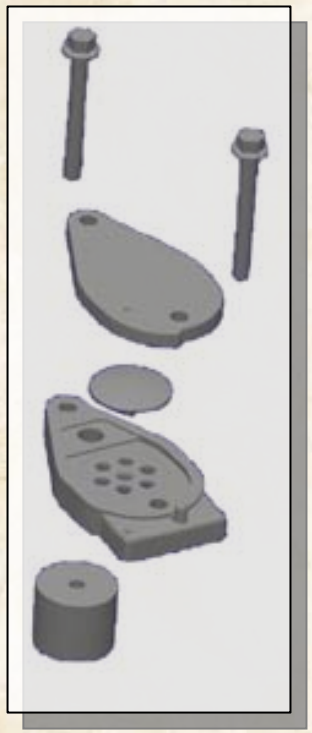
Right Main Bearing Retainer

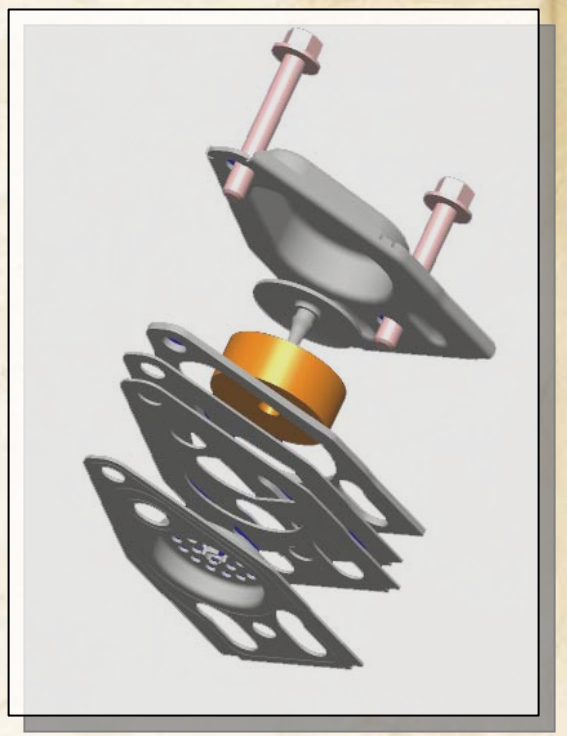
- Two screws added to prevent bearing movement (1)
- Case height reduced for clearance on area surrounding bearing (2)
- Installed depth of bearing in case changed
- There will be a spacer available for the service tool to install this bearing to the correct height
- Do not use the screws to press the bearing in place
- The bearing support tool needs to have a small chamfer added to the OD to clear the bolt boss



Engine Breather

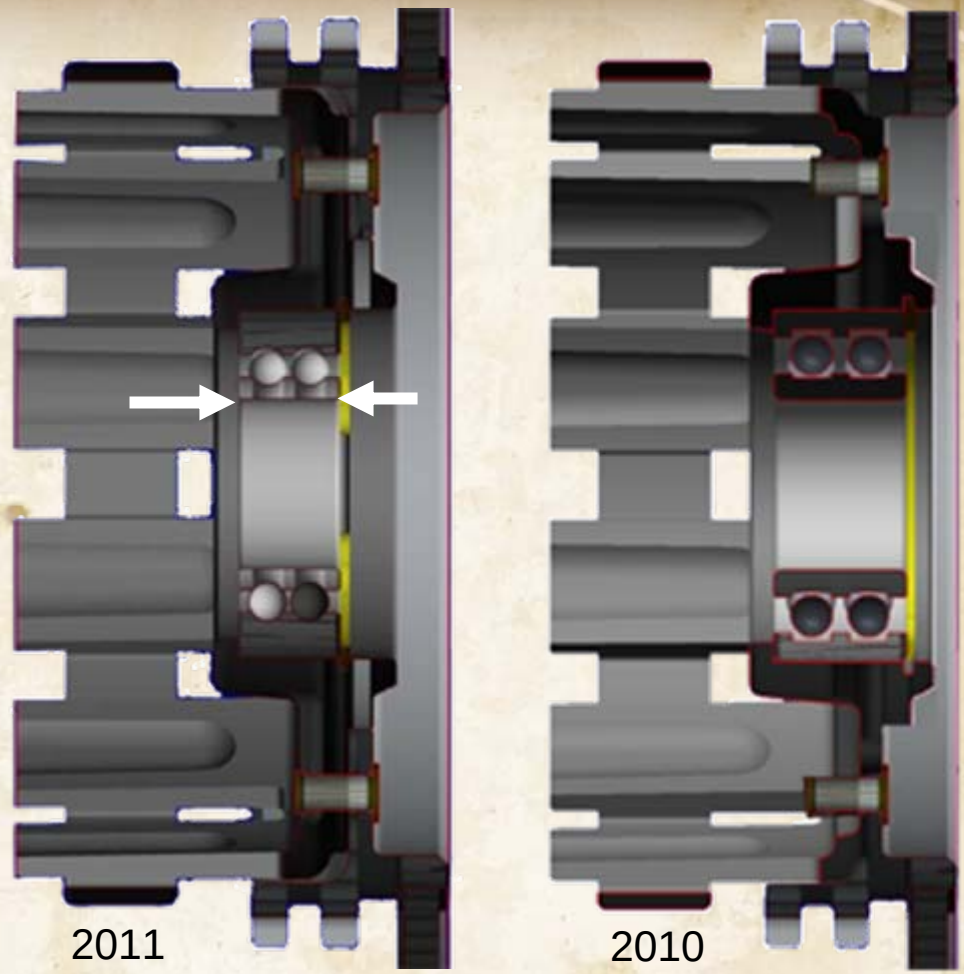
- Breather assembly is retrofitable
- No gaskets are available
- New torque specification for bolts
- The bolts used are a different length
- Breather is replaced as an assembly and will be part of the gasket sets.





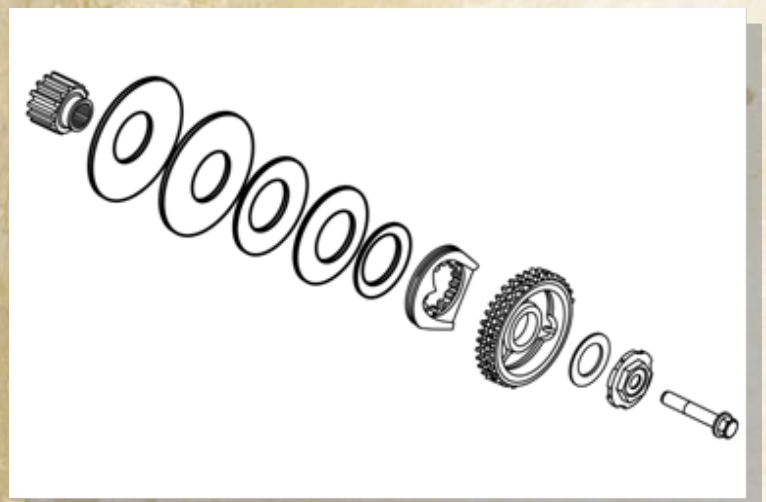
Clutch Hub Bearing

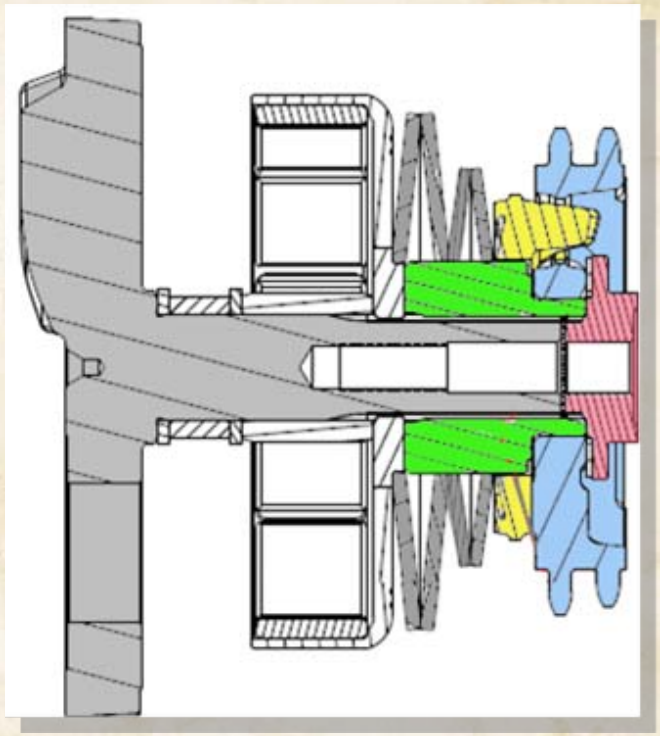
- New narrow bearing
- Changes to clutch basket and snap ring groove
- Retrofits back as an assembly
- Used on all OE configurations



Compensating Sprocket Assembly

All Touring models will now use the CVO™/ Trike / FXCWC / SE compensator sprocket design





New Stator Plug Design

The stator connector uses three O-rings

Two are oil seals and the third is to keep water and contaminants from entering the bore in the case

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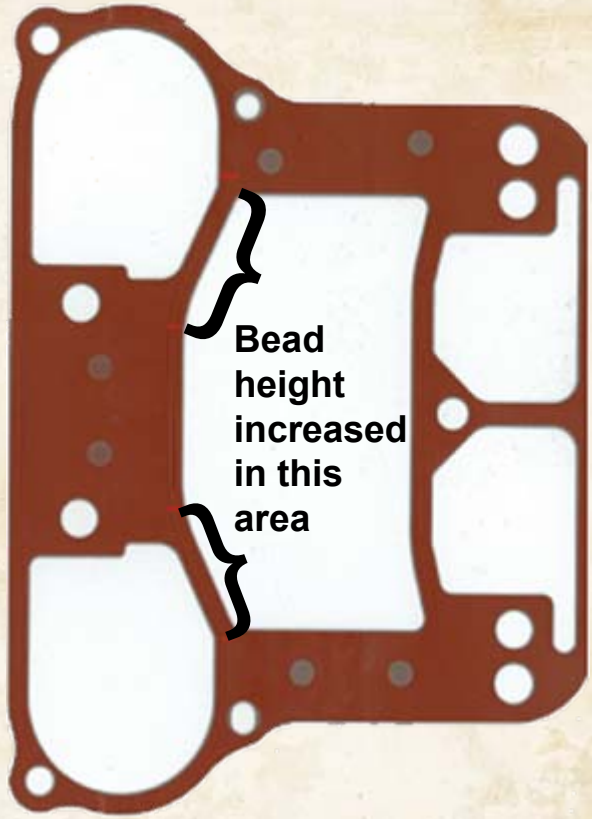
2011 Sportster®

- **883 Front sprockets**
  - Change from 28T (40379-04) to **29T (40409-04)** on all 883 engines
  - Belt changes to 137 tooth (40591-07)
- **Longer clutch cable length**
  - Two cables will service all models
- **Lower rocker box gasket**
- **Stator plug material change**
- **Jiffy stand mount on frame changed for lean angle**

Lower rocker box gasket

The formed bead height on the gasket is increased to provide increased sealing ability

Gasket part number will not change



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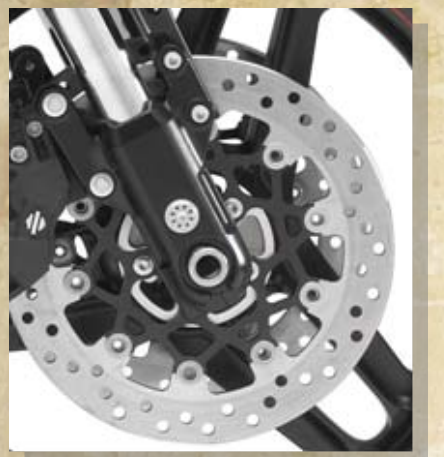
XR 1200X™

Fully adjustable premium front and rear suspension components by Showa®.

Blacked-out powertrain with satin black exhaust system.



Nissin® dual front brakes feature 292mm full-floating rotors and four-piston calipers.

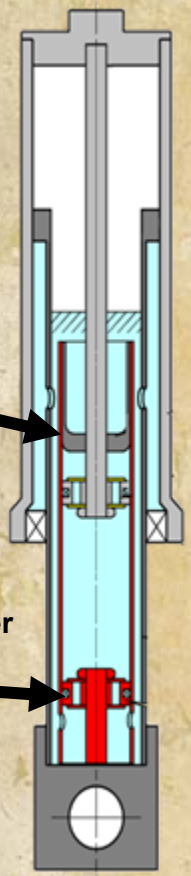
The rear shocks use a 36mm piston with piggy-back nitrogen charged reservoir. The compression damping is adjusted with a knob on top of the reservoir. Rebound is adjusted with a thumb wheel on the lower clevis. Rear spring pre-load is also adjustable using the cam ramp.

XR 1200X Front Fork Detail

Spring preload and rebound damping adjusters on top of fork.

Rod guide part of the cartridge

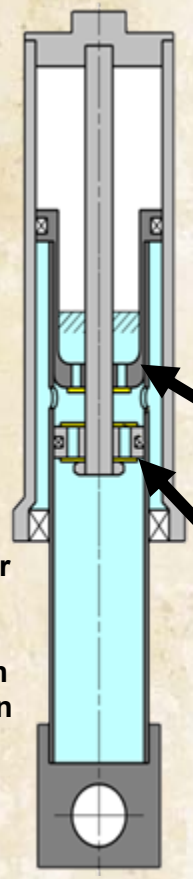
Compression damping adjuster on lower fork



Conventional Design

Inner cylinder
Eliminated

Compression valving piston
Eliminated



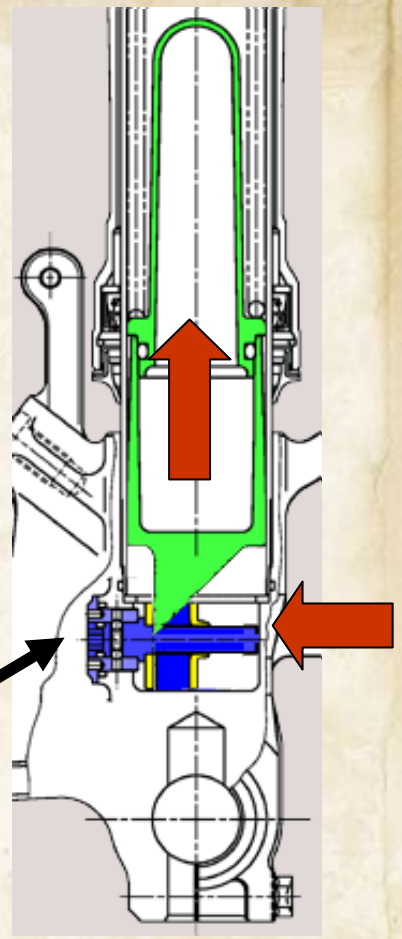
Showa® Big Piston Design

Compression and rebound damping adjusters on top of fork.

Rod guide supported by lower tube

Compression and rebound damping valves part of main piston

Spring preload adjuster on bottom of fork.



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SuperLow™

New fork bracket spacing and split offset.
Steering head angle 31⁰
Fork angle 29.6⁰
Trail 5.7”

Custom tank no console
New graphic silk screen
4.5 / 1 gal. – 17 / 3.8 liter

New handlebar

39mm front fork
4.1” travel
(.5” more than 883L)

New seat 883L
25.5” (DOM)

Rear shocks
2.5” travel
(.6” more than 883L)

Front Wheel 18“ x 3.5“
120/70 ZR Radial Tire

New 5
spoke cast
wheels

Rear wheel 17"x 4.5“
150/60 ZR Radial Tire

Michelin®
tires

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2011 Dyna®

Dyna® Changes

- 2011 Cross Platform Projects:
  - Bushing-less cam support plate
  - Bushing-less connecting rods
  - Right main bearing retention
  - Clutch bearing change

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2011 Softail®

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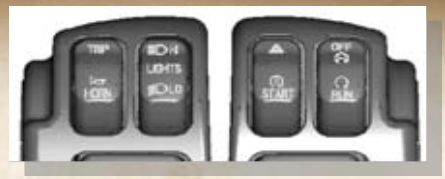
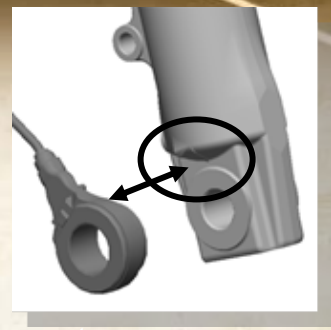
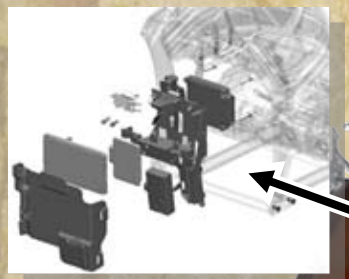
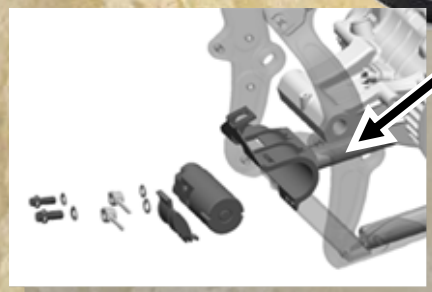
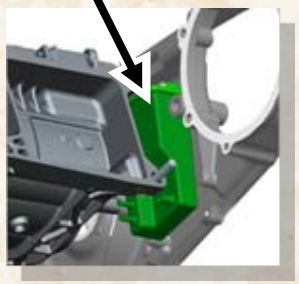








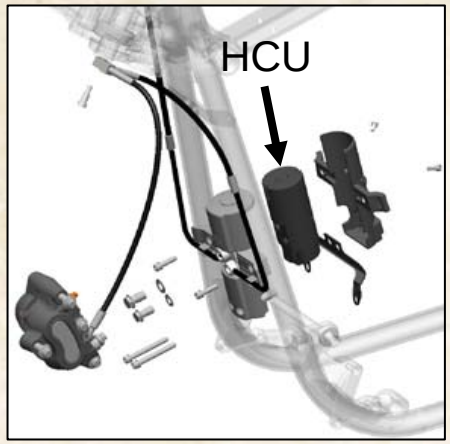


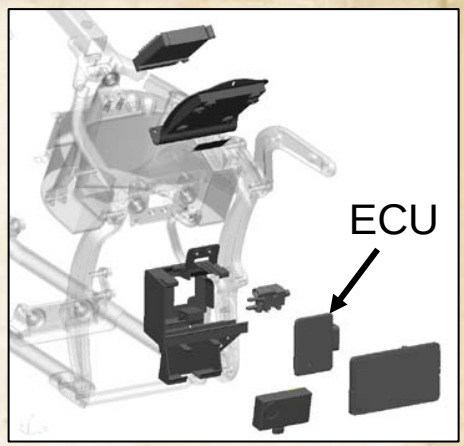
New for 2011

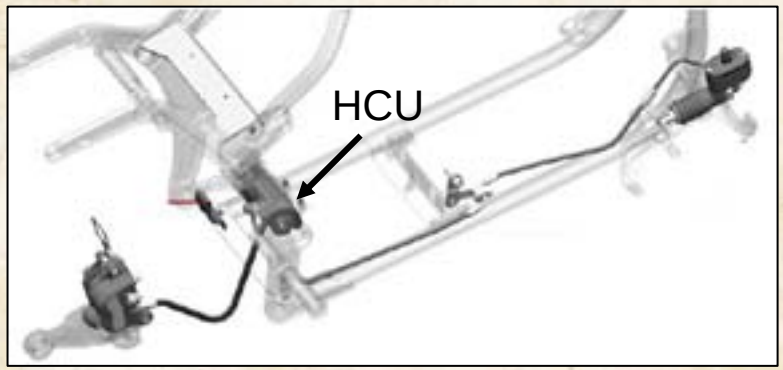
- **Anti-Lock Braking System (ABS) option**
- **Evaporative canister location**
- **Sealed hand control switches with new functions.**
  - Use HDLAN (CAN) bus technology
  - Trip function selection control moved to hand controls
  - Hazard light control moved to hand controls
- **Body Control Module (BCM)**
  - Replaces most fuses and relays and TSM or HSFM
  - Eliminates high current loads on ignition and other switches
  - Reduces wire gauge and harness bundle size
  - Permits the use of LED turn signals without extra module
  - Integrates security system and all lighting system functions

Anti-Lock Braking System - ABS

- Individual ABS hydraulic control units (HCU) for front and rear brakes.
- Single Electronic Control Unit (ECU) for system control.
- The splash guard, frame and swingarm have been changed to accommodate the new routing and mounting needs of the components.
- ABS models use the encoded wheel bearings on the sensor side of the wheel.





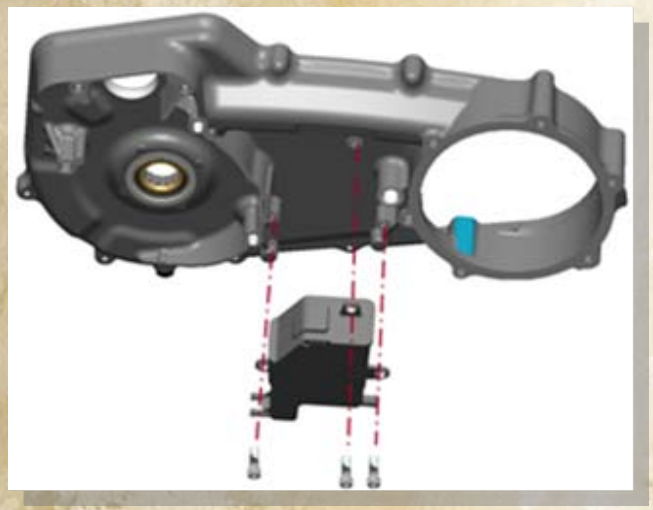


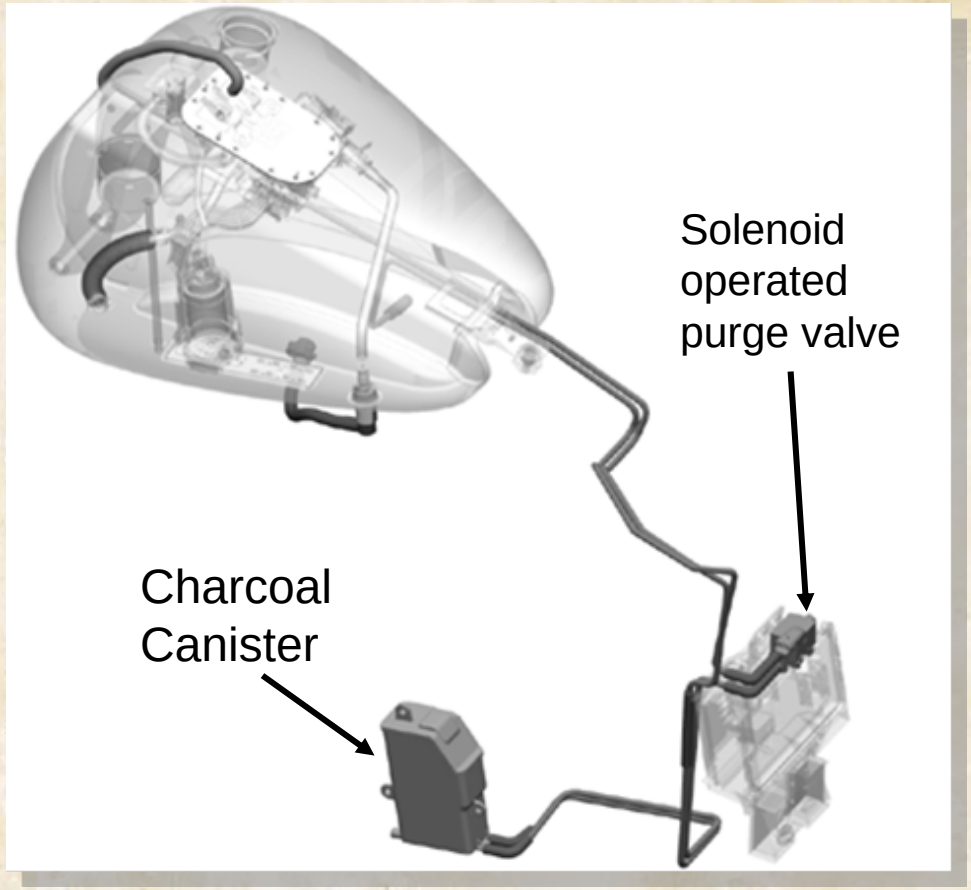
Front Brake Pad Identification

All 2011 MY Softail® models (with the exception of the Cross Bones®) will use front brake pads that have a metal shim backing.
They will be identified by the white paint mark.

Active Purge for Fuel Tank – (CAL and some HDI Markets)

To provide room for the Hydraulic Control Unit for the ABS system the evaporative canister has been relocated to behind the inner primary. The line is now controlled by a solenoid purge valve assembly. The fuel tank has been reshaped to accommodate the new system.





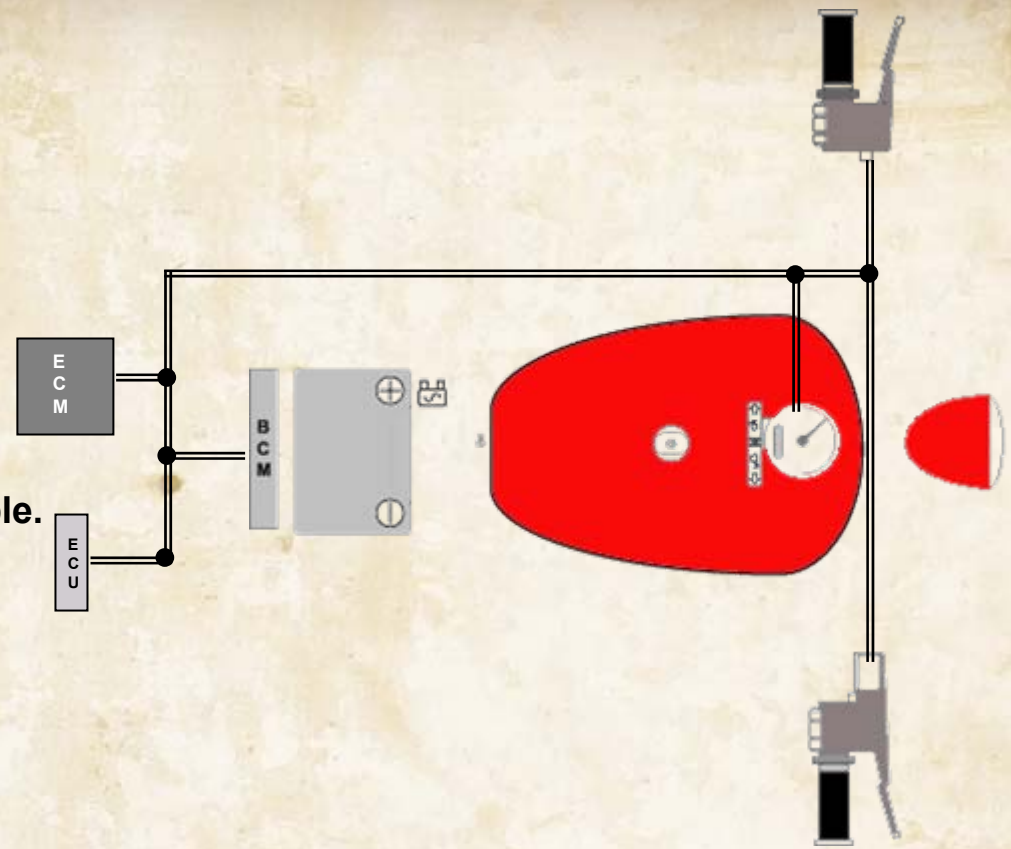
HDLAN – Harley-Davidson Local Area Network

HDLAN is a data network linking

- The ECM
- The ABS ECU
- The Body Control Module (BCM)
- The instrument cluster
- The right and left hand controls

It is a two wire system built on the automotive CAN[1] operating principle.

- Increased reliability
- Thinner gauge wire
- Increased communication speed
- Increased functionality



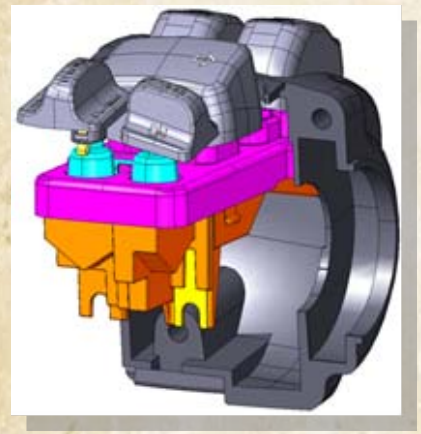
[1] CAN – Controller Area Network, introduced by Robert Bosch GmbH. Is one of the five major protocols used in OBD-II vehicle diagnostics

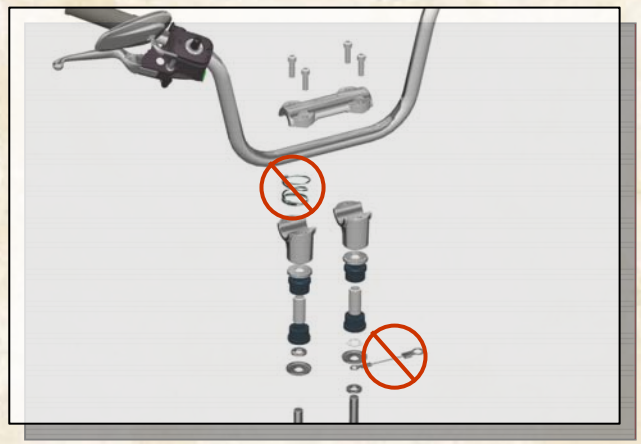
New Hand Controls

Switches generate HDLAN messages rather than make circuit connections.

Trip mode and hazard light control added.

Ground spring or ground wire eliminated.





Body Control Module - BCM

Automatic solid state short circuit protection eliminates the need for most fuses and relays while reducing wire mass and wire count.

Incorporates all functionality of current TSM / TSSM including turn signal control, tip-over shut-down; clutch / neutral interlock; security system.

BCM directly controls; Horn, Head Light, Starter Solenoid, P&A Power.

Caution!

Special procedure used for replacement, refer to service manual.

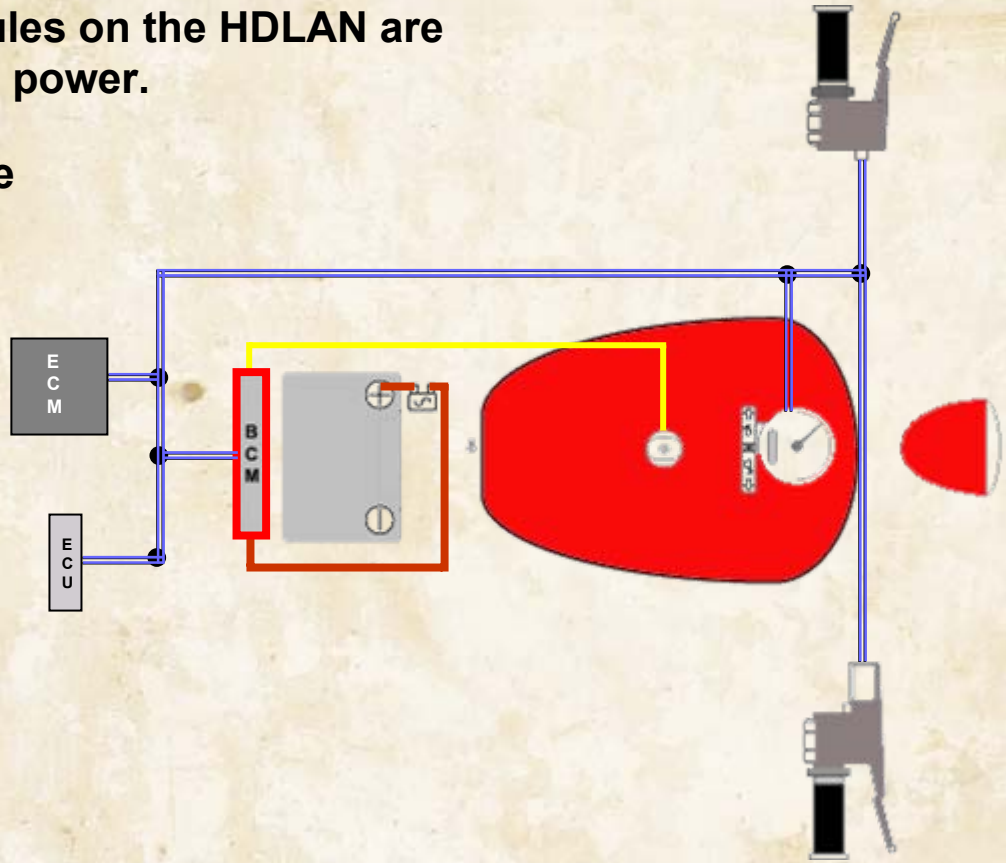
Operation

The BCM and all other modules on the HDLAN are always connected to battery power.

The BCM is connected to the ignition switch.

When the resistance of the ignition switch changes to 200Ω the BCM will assume the ON mode and all HDLAN components will communicate status.

Accessory switch position will have 800Ω .



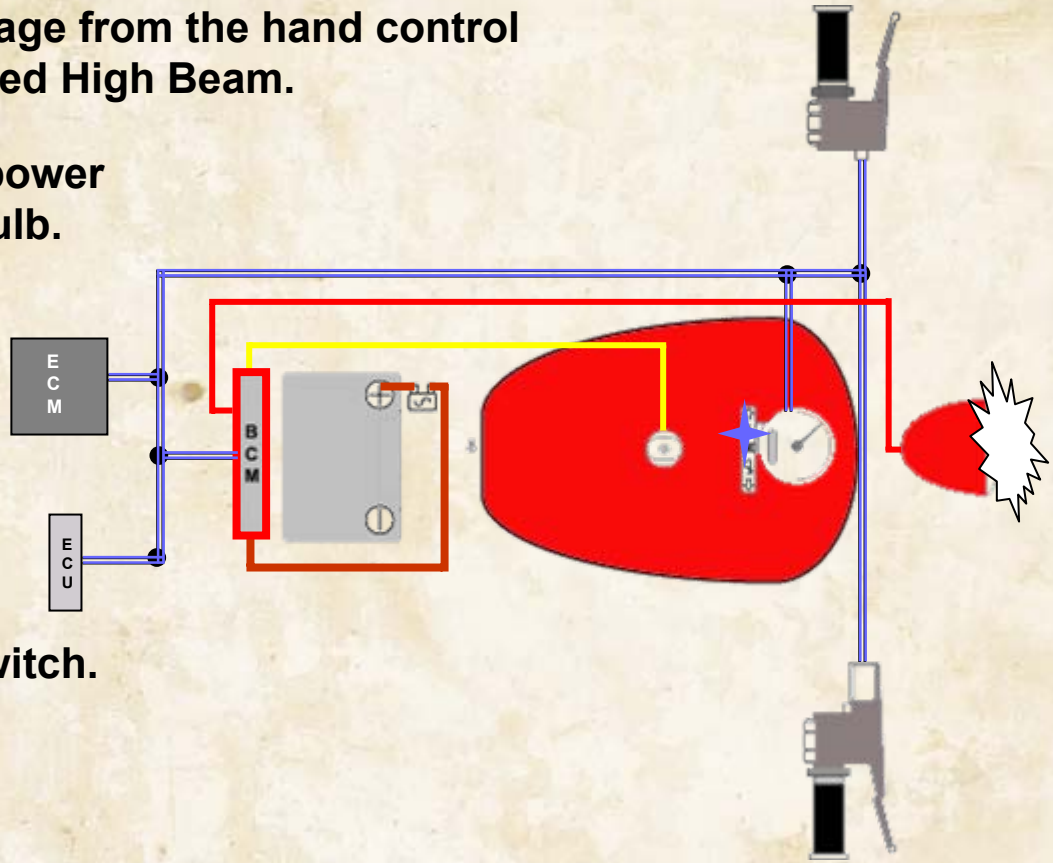
High Beam Headlight – Circuit Operation

The BCM receives the message from the hand control unit that the rider has selected High Beam.

The BCM connects battery power directly to the High Beam Bulb.

The BCM also sends a message to the instruments to illuminate the high beam indicator icon.

NO current for the head light passes through the handle bar or ignition switch.



System Features

Trip Switch Control

- Located on the left hand controls for easy access and operation while vehicle is on the road.

High/ Low Beam operation

- High/Low beam switch is momentary contact switch.
- If high beam bulb fails the system automatically turns the low beam ON.
- If High/Low beam switch fails, the system automatically switches to low beam ensuring legal operation of the vehicle at all times.

Horn Control

- Horn activation is limited to 10 seconds per activation to prevent horn damage.

Hazard Lights

- Dedicated hazard light switch on right hand controls. No need to hold both turn signal buttons in.

Turn Signal Control

- Each turn signal bulb is powered individually, this allows for low current LEDs to be used as turn signal bulbs with out converters.
- A short circuit in one of the bulbs (front or rear) does not render the other bulb inoperative.

Run/Stop Switch

- Run/Stop switch status is communicated via the HDLAN bus.
- Separate wire leads to the BCM as a back up in case the HDLAN bus fails.

Vehicle Tip-Over functionality

- If vehicle is tipped over, all vehicle power with exception of running lights is shut down. (currently only engine is shut down, all electrical circuits remain ON)

Starter Control

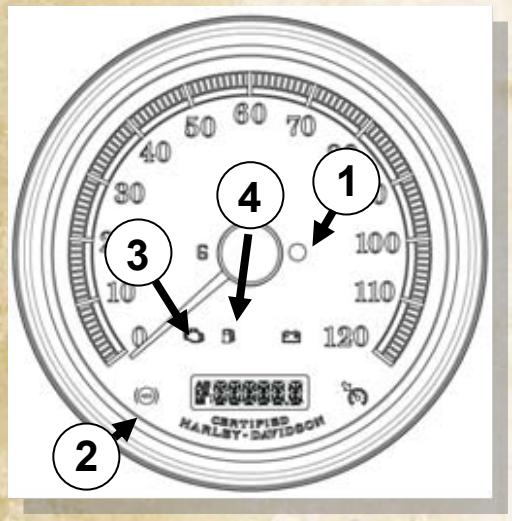
- Limits starter activation to 10 seconds at a time to prevent starter from overheating.
- Disables Starter Activation while engine is running.
- Turns OFF head light and all non-essential vehicle loads during cranking.

Protection for polarity and over voltage conditions:

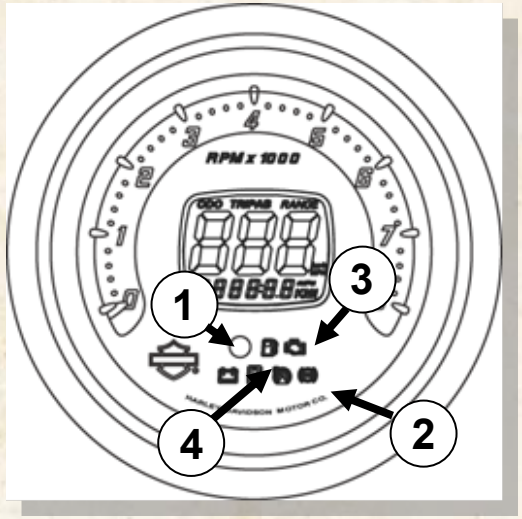
- If battery connections are reversed the horn will sound to indicate reversal of the battery polarity.
- If voltage higher than 18vdc is applied, the BCM will not power up the vehicle to protect the system from damage.

Odometer Display

- Bigger, 16 segment (7 segment currently) LED display for better readability and allowing the display of more characters.
- Individual indicator lamps for diagnostic codes.
    1. Body Control Module
    2. ABS ECU
    3. ECM
    4. Low Fuel – flashes to indicate sending unit code



Softail®



CVO™ Softail®

Diagnostics and Fail-enable improvements:

- Diagnostics expanded to include most electrical circuits.
- 130 new Diagnostics Trouble Codes were added allowing for faster and more accurate diagnostics of system problems.
- Ability to maintain vehicle functionality and safety when certain system failures occur that currently results in either vehicle shut down or loss of multiple vehicle functions.
- All power outputs are short circuit protected and self-recover once the short is repaired.

P&A Provisions:

- Separate 15A constant battery circuit for P&A accessories.
- Separate 15A solid state driver with automatic protection for P&A devices.
- Both circuits are available in the diagnostics connector for easy access.

SUMMER DEALER MEETING 2010

Digital Technician® II

MY2011 – Softail® Models with HDLAN

MY2011 DTII – New Hardware

Vehicle Diagnostic Cable,

HD-48650-9

Included with DTII Software

Has a second connector for use on 2011 Softail® models.

MY2011 DTII – New Hardware

Break-out Box HD-50390

Use with HDLAN Motorcycles

Convertible to future models with different harness leads from breakout.

Meter leads connect directly to box test ports.

When testing HDLAN models

TechLink™ II AC power:

Use with:

1. **Guided Diagnostics - HDLAN Motorcycles**
2. **Buell 1125 Reflash**
3. **Fuel Pump Disable – Vehicle Setup**

Disconnect when changing

TechLink™ II to different motorcycle.

SUMMER DEALER MEETING 2010

New Functions

MY2011 – Softail® Models with HDLAN

New Icons – Status Area

Turns Fuel Pump OFF

NOTE: Fuel Pump is temporarily disabled. It will turn ON by navigating to other screens, using Active Diagnostics, cycling ignition, or loss of TechLink™ II communication with motorcycle.

Toggles Headlamp OFF/ON

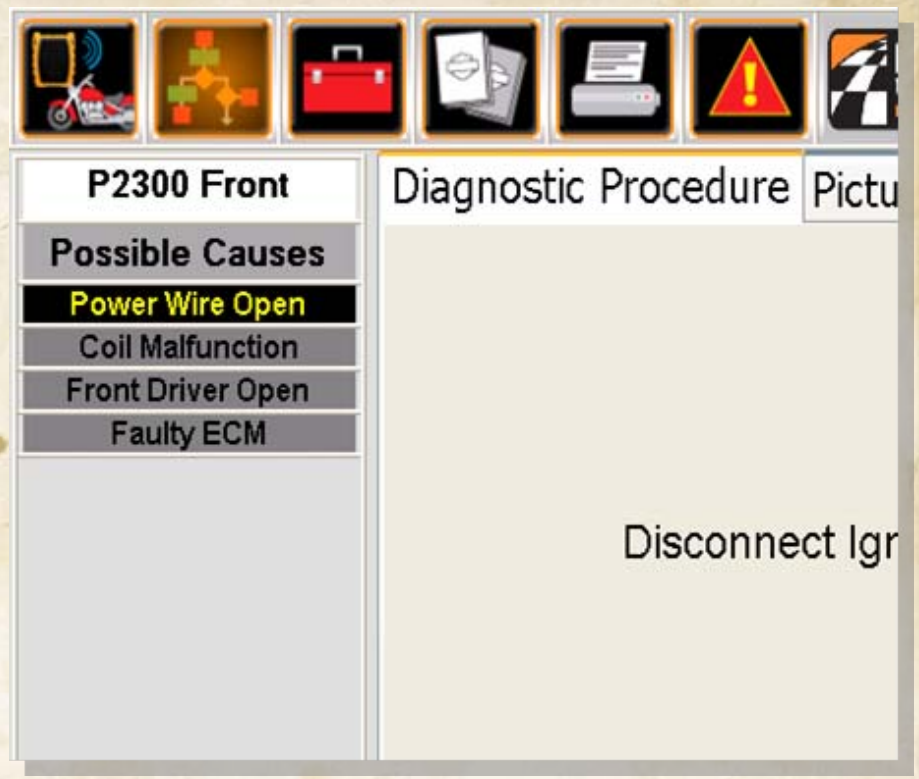
NOTE: Headlamp will turn ON by navigating to other screens, using Active Diagnostics, cycling ignition, or loss of TechLink™ II communication with motorcycle.

New Guided Diagnostic Information

DTC currently displayed.

DTC's' are diagnosed in the order of importance as in prior model years.

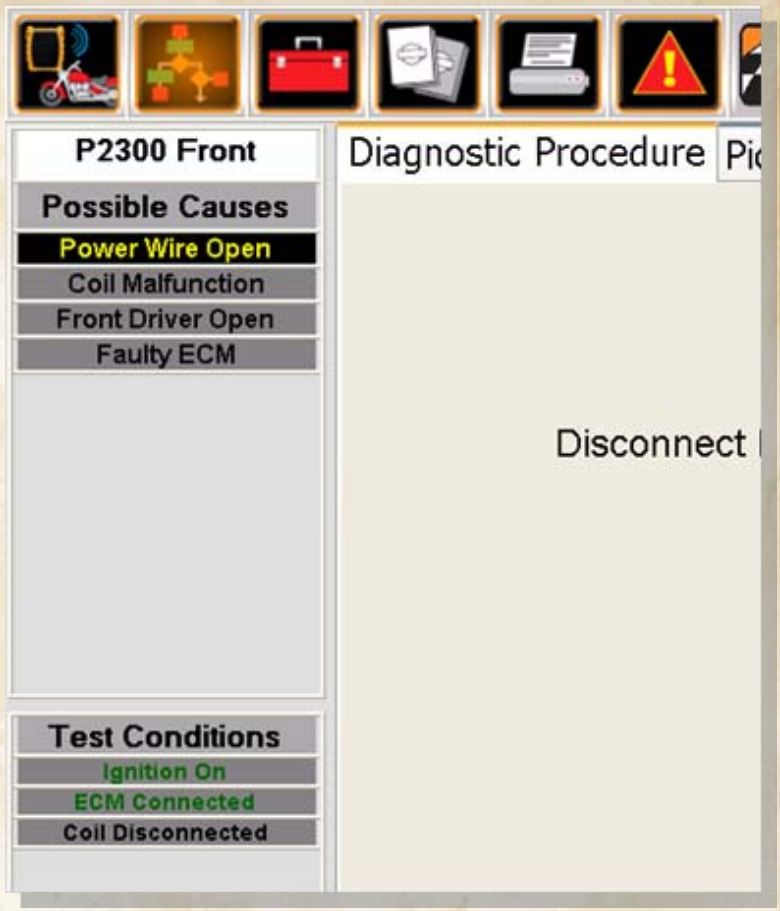
Each possible cause will be 'grayed out' if a measurement indicates that it is not a probable cause for the DTC to be set.



New Guided Diagnostic Information

Test Conditions:

Shows the pre-conditions required to make a measurement as displayed on the current screen.



Module Replacement Guidelines: HDLAN Motorcycles

Replacing a BCM - Perform the following from Toolbox\Vehicle Setup:

- Set PIN
- Module Replace (eliminated 10 minute wait)

BCM Customization tab

- Set ABS configuration (installed or not installed)
- BCM Turn Signal Customization
- Remote Immobilization (Brazil only)
- Program FOBs

BCM Customization\Lighting tab

- Set Running Light Configuration
- Set Stop-Turn-Tail Lamp options

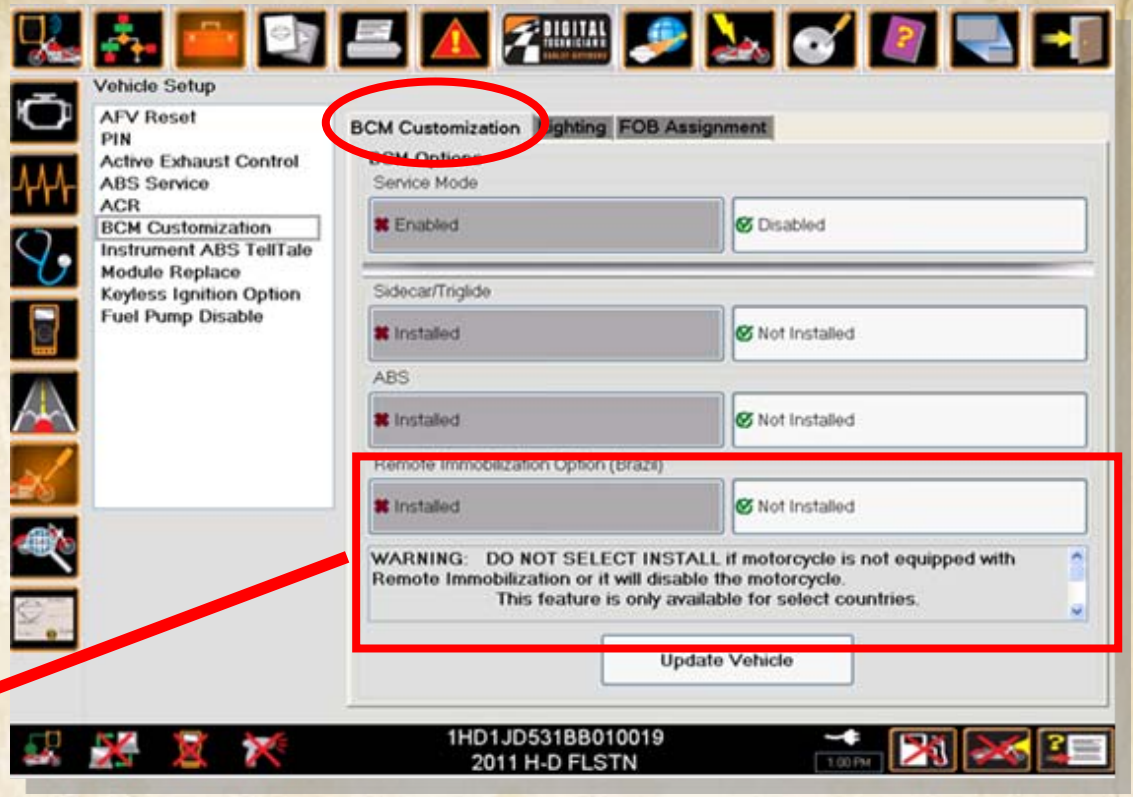
Vehicle Setup – BCM Customization

Service Mode

Sidecar / Triglide

ABS

Remote Immobilization: 3rd party security hardware Installed (Brazil only).



Warning:
DO NOT SELECT when Remote Immobilization hardware is NOT installed. It will disable the motorcycle.

Vehicle Setup – Lighting Setup

Lighting Tab

Follow steps when BCM is replaced or turn signals are relocated.

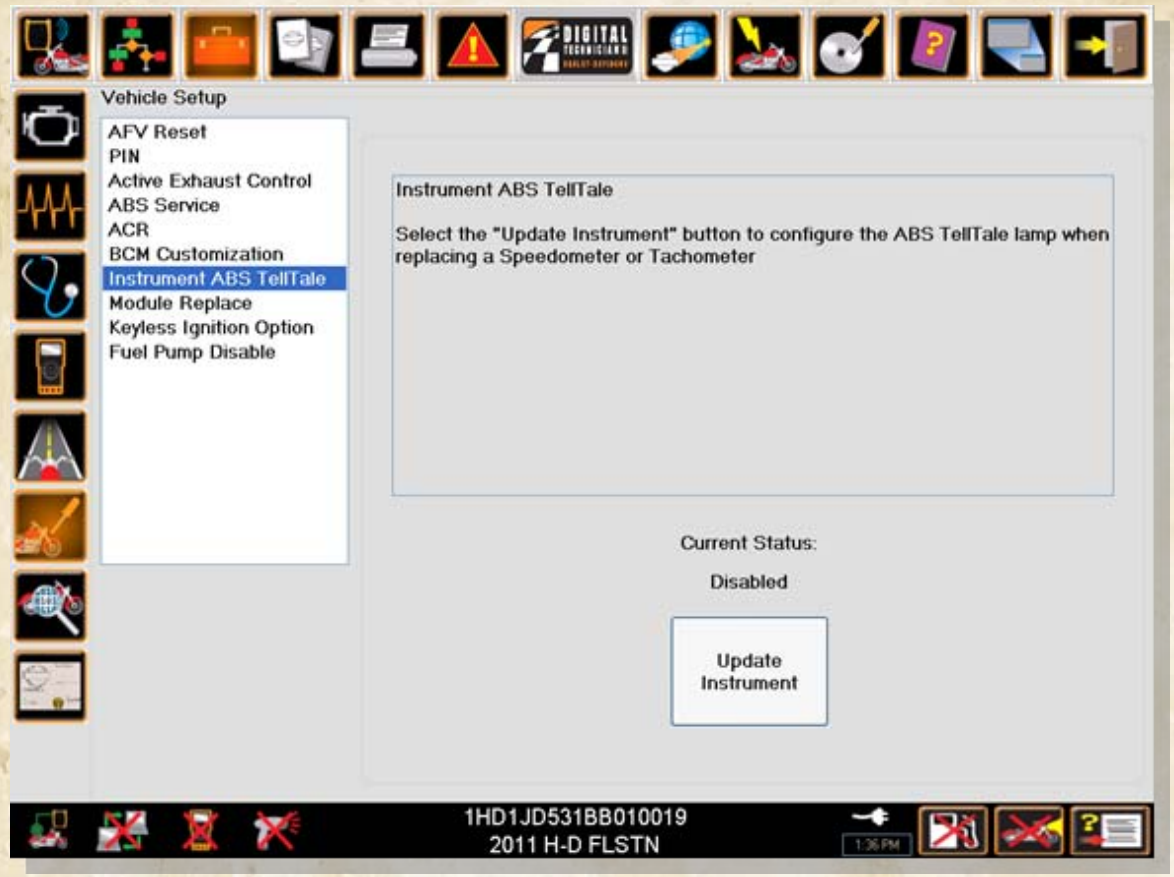
Stop-Turn-Tail Lamp Option

Running Light Configuration:

- **Set running light to ON or OFF while IGN is in Accessory Position**

Vehicle Setup –

Configures ABS Tell Tale lamp when replacing Speedometer or Tachometer



Vehicle Setup – Keyless Operation

Configures BCM to for Keyless Operation

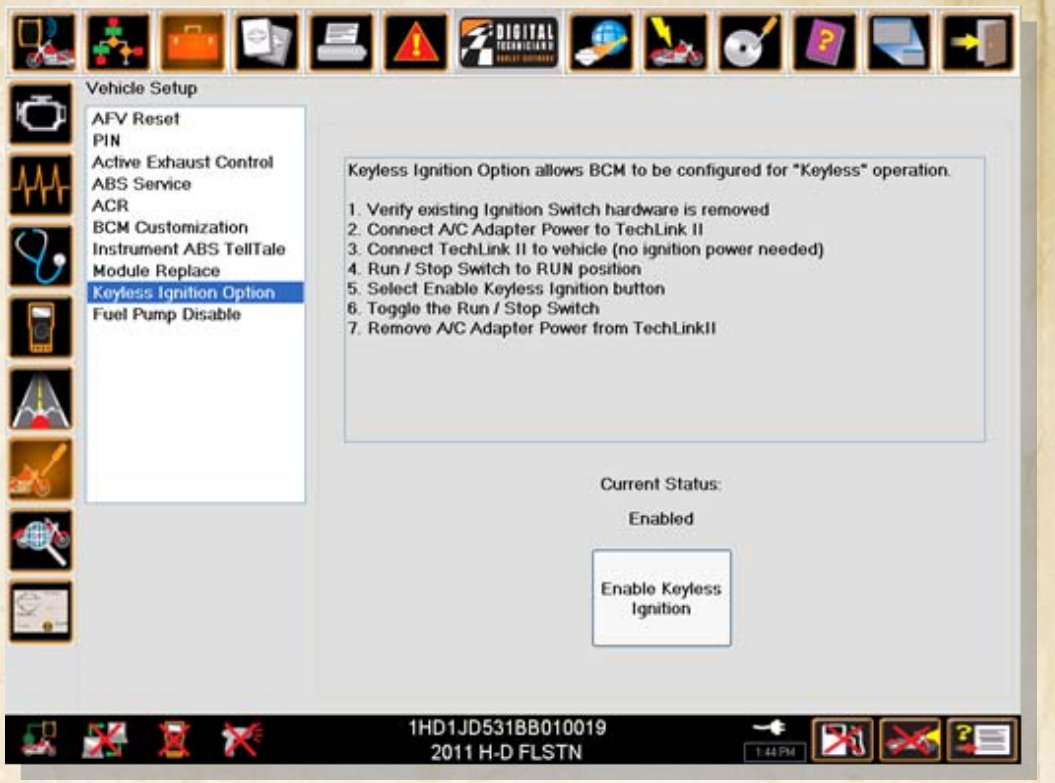
Note: If accidentally configured to “keyless” on motorcycle with ignition switch:

1.Turn Ignition Switch ON

2.Turn Run Switch ON

NOTE: BCM learns the motorcycle has ignition switch

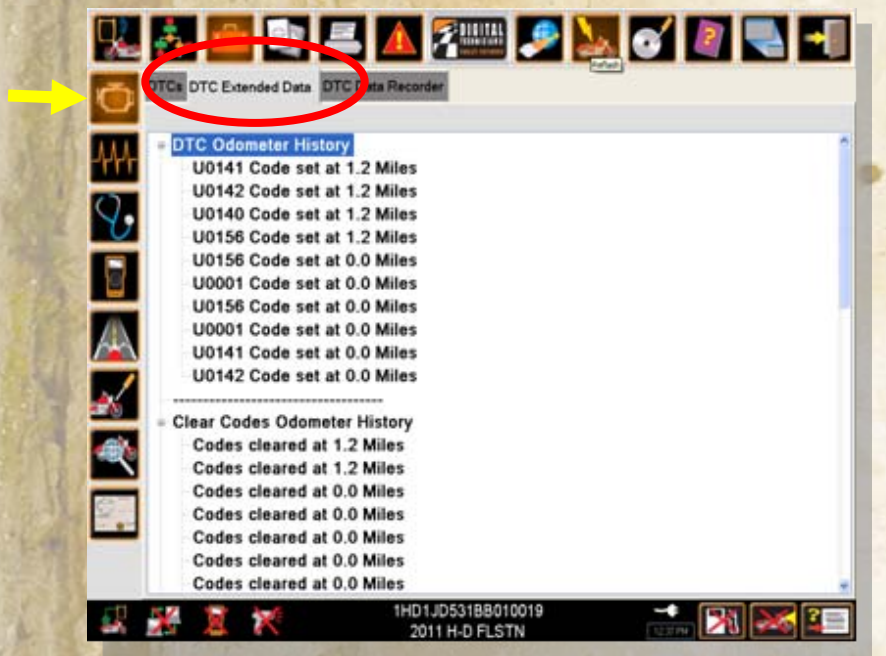
3. Turn Ignition and Run switches to OFF


Vehicle Setup
AFV Reset
PIN
Active Exhaust Control
ABS Service
ACR
BCM Customization
Instrument ABS TellTale
Module Replace
Keyless Ignition Option
Fuel Pump Disable
Keyless Ignition Option allows BCM to be configured for "Keyless" operation.
1. Verify existing Ignition Switch hardware is removed
2. Connect A/C Adapter Power to TechLink II
3. Connect TechLink II to vehicle (no ignition power needed)
4. Run / Stop Switch to RUN position
5. Select Enable Keyless Ignition button
6. Toggle the Run / Stop Switch
7. Remove A/C Adapter Power from TechLinkII
Current Status:
Enabled
Enable Keyless Ignition
1HD1JD531BB010019
2011 H-D FLSTN

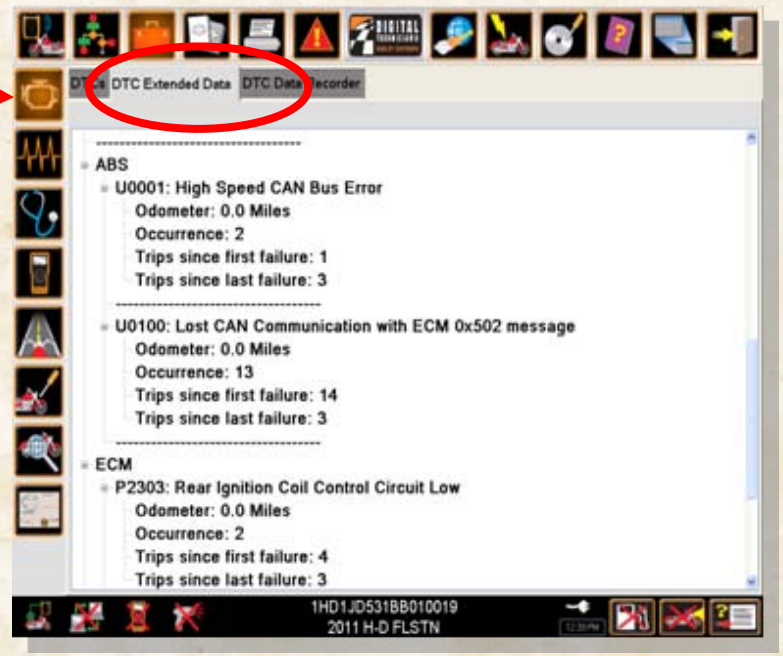
Fault Codes: HDLAN models

Extended Data Capture:
Select data retained for up to last 10 DTC's

Top portion:
Odometer History and Cleared Codes


DTC Extended Data
DTC Odometer History
U0141 Code set at 1.2 Miles
U0142 Code set at 1.2 Miles
U0140 Code set at 1.2 Miles
U0156 Code set at 1.2 Miles
U0156 Code set at 0.0 Miles
U0001 Code set at 0.0 Miles
U0156 Code set at 0.0 Miles
U0001 Code set at 0.0 Miles
U0141 Code set at 0.0 Miles
U0142 Code set at 0.0 Miles
Clear Codes Odometer History
Codes cleared at 1.2 Miles
Codes cleared at 1.2 Miles
Codes cleared at 0.0 Miles
Codes cleared at 0.0 Miles
Codes cleared at 0.0 Miles
Codes cleared at 0.0 Miles
Codes cleared at 0.0 Miles
1HD1JD531BB010019
2011 H-D FLSTN

Scroll to Lower Portion:
DTC Extended Data by Module



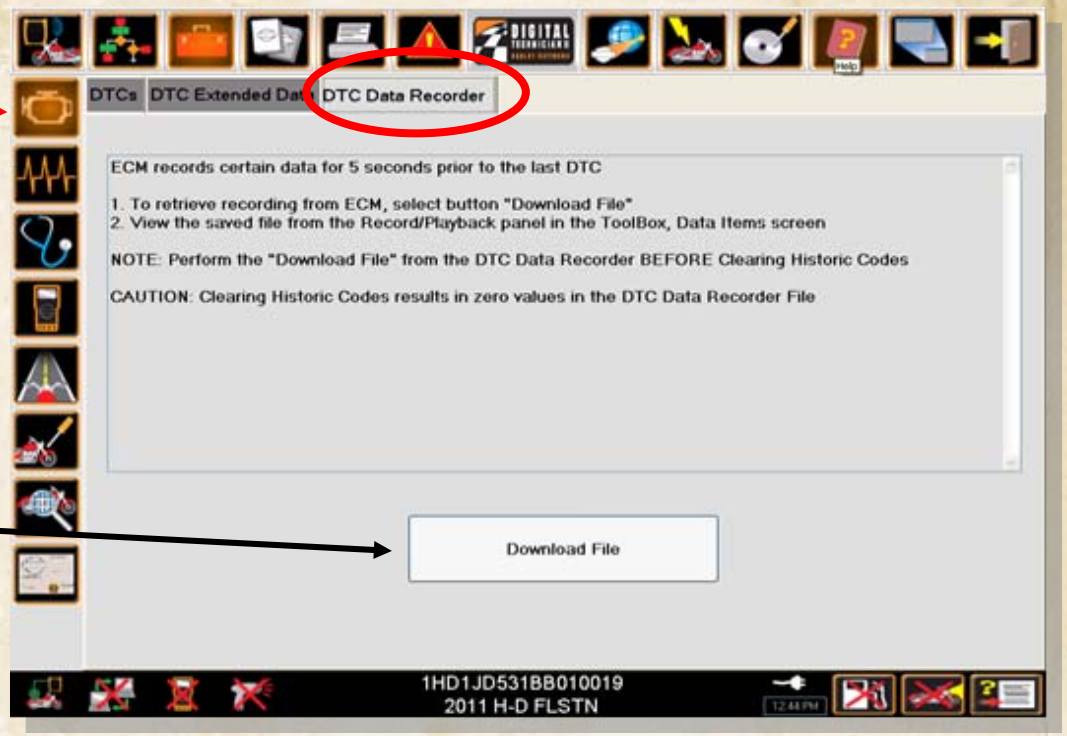
Fault Codes: HDLAN models

DTC Data Recorder:

5 seconds of data recorded for the last DTC set.

Download Files

Playback recording from Data Items Screen


DTCs
DTC Extended Dat
DTC Data Recorder
ECM records certain data for 5 seconds prior to the last DTC
1. To retrieve recording from ECM, select button "Download File"
2. View the saved file from the Record/Playback panel in the ToolBox, Data Items screen
NOTE: Perform the "Download File" from the DTC Data Recorder BEFORE Clearing Historic Codes
CAUTION: Clearing Historic Codes results in zero values in the DTC Data Recorder File
Download File
1HD1JD531BB010019
2011 H-D FLSTN

SUMMER DEALER MEETING 2010

2011 Touring

2011 Touring Family Changes

Twin Cam 103™

- Transmission side cover insert
- Derby cover / insert
- Timing cover / insert
- Air cleaner cover insert
- Oil cooler & bracket
- Oil cooler cover
- Frame cross plate

Pivot Shaft

- Pivot shaft
- Cup washer
- Bolt
- Cap

Speaker pod

- Molex from Deutsch connection

FLHTK Limited –

- Removed front fender bumpers

2-1-2 exhaust for FLHX & FLTRX

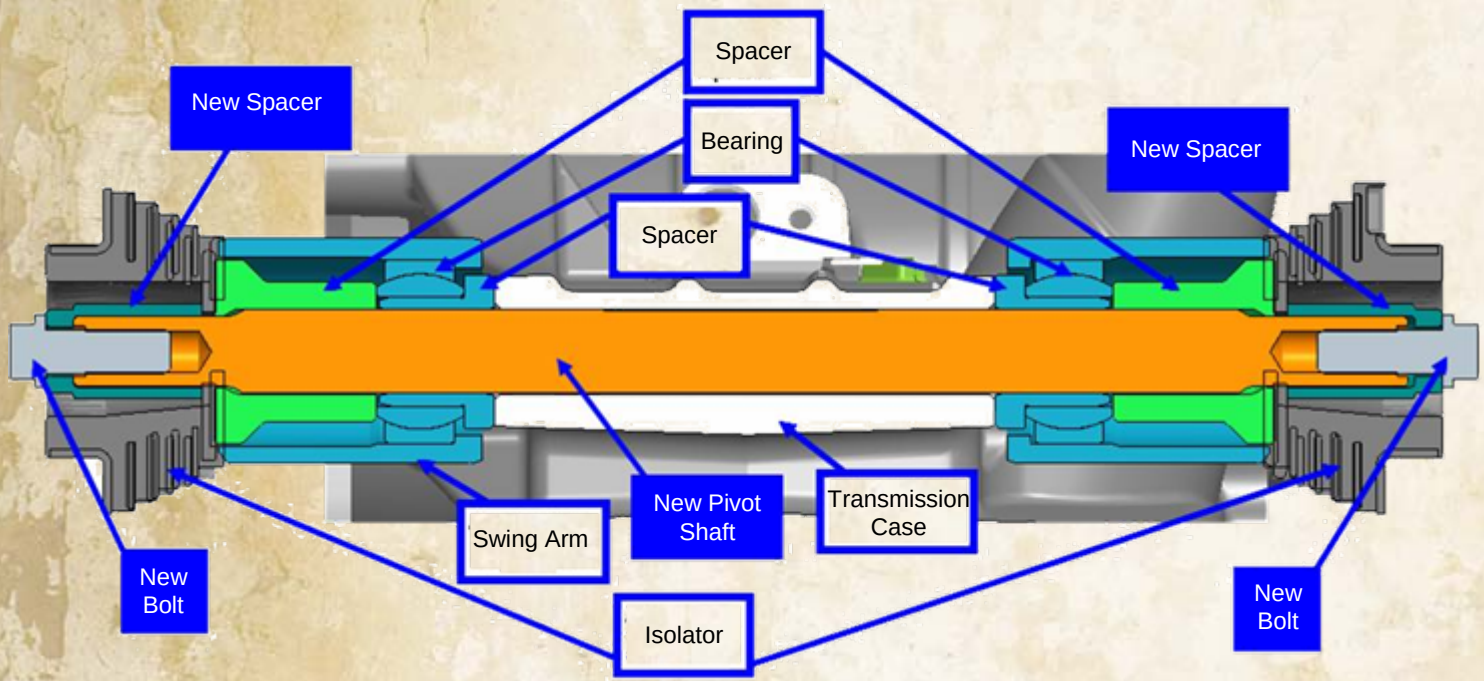
PowerPak™ 103 – Option Availability

- **FLHX** (DOM, AUS, CAL, CAN, ENG, HDI)
- **FLTRX** (DOM, CAL, CAN, HDI)
- **FLTRU** (DOM, BRZ, CAL, CAN, HDI, JPN)
- **FLHRC** (DOM, CAL, CAN, AUS, BRZ, HDI)
- **FLHTC** (BRZ, HDI)
- **FLHTCU** (AUS, BRZ, HDI, JPN)
- **FLHR** (AUS, HDI)

The 103 PowerPak™ powertrains will feature a new oil cooler assembly.

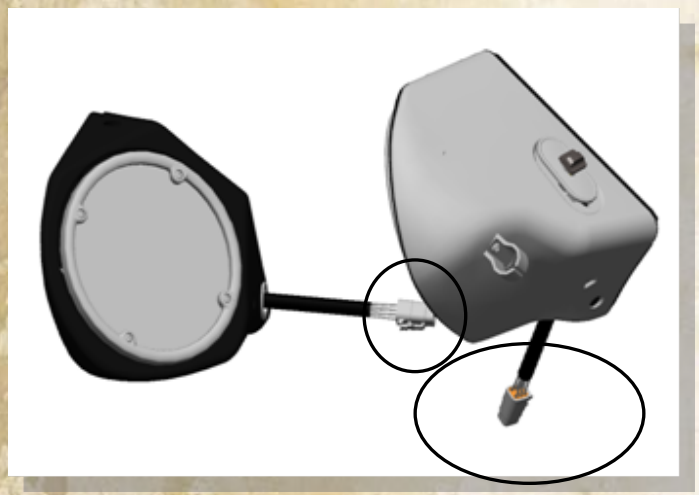
The oil cooler has a thermostat that is located in the oil filter mount assembly.

All models will use a new pivot shaft, outer spacer and bolts.
Torque on pivot shaft bolts is 55-65 ft-lb (74.5 – 88.1 Nm)
Outer cap (not shown) changed to black from chrome.
Hex added to spacer on both sides to aid removal.



The electrical connectors for the rear speakers use Molex style connectors.

New floor boards on the FLHX.



SUMMER DEALER MEETING 2010

NEW FLTRU

King Tour-Pak®
LED side running lights
Rear FLTRU medallion

Black Gauges
4-speaker
audio system with
CB and intercom

Ultra Seat – narrower forward section and improved lower back support

Vented Lowers

Black & Chrome Medallions

PowerPak 103, ABS and H-D Smart Security System

Straight Cut Mufflers

SUMMER DEALER MEETING 2010

2011 VRSC™

Michelin® tires on both models

Machined wheel pinstripe (VRSCDX)

SUMMER DEALER MEETING 2010

2011 Trike

SUMMER DEALER MEETING 2010

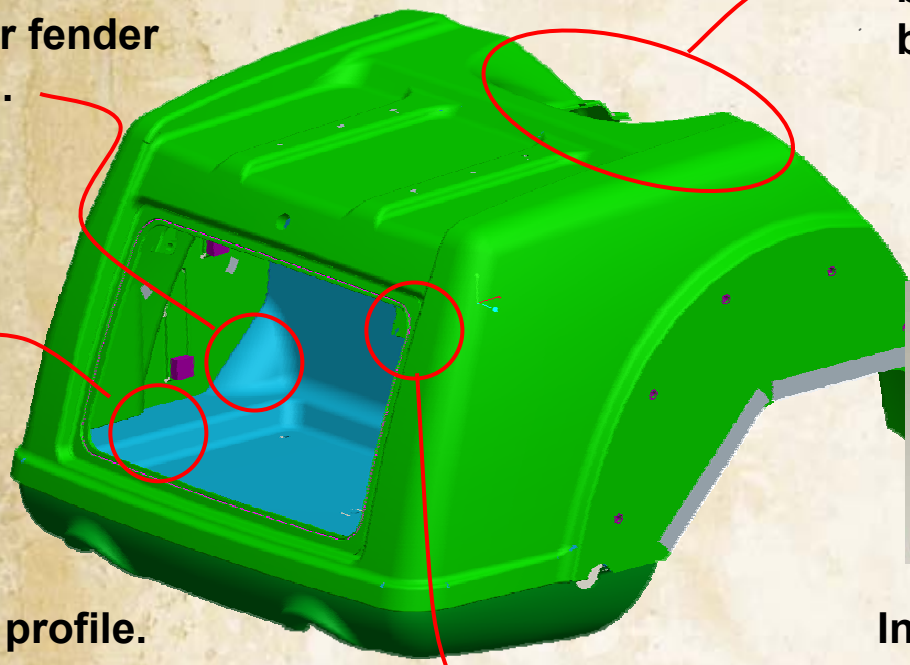
- 30 Tooth transmission output pulley (was 32)
- New rear brake pads and rotors
- New body, fenders, side covers and trunk door
- Trunk door lock change
- New Reverse Control Module (relocated to under right side cover)
- New muffler isolators
- New rear light harness (new connector for trunk light)
- No reverse option (all Trikes to be built with reverse)
- Rear tires will have balance dot like other HD Dunlop tires (lightest spot)
- Upper fork bracket change for better lock engagement
- Starter motors will be serviced differently

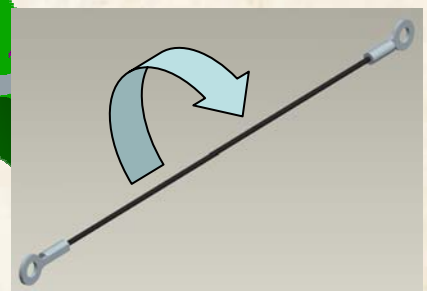
SUMMER DEALER MEETING 2010

Redesigned to fit the new side covers and better fill gap between body and seat.

Blind, pressed-in inserts for fender mounting.

Radius reduced in door recess area to give more door clearance.



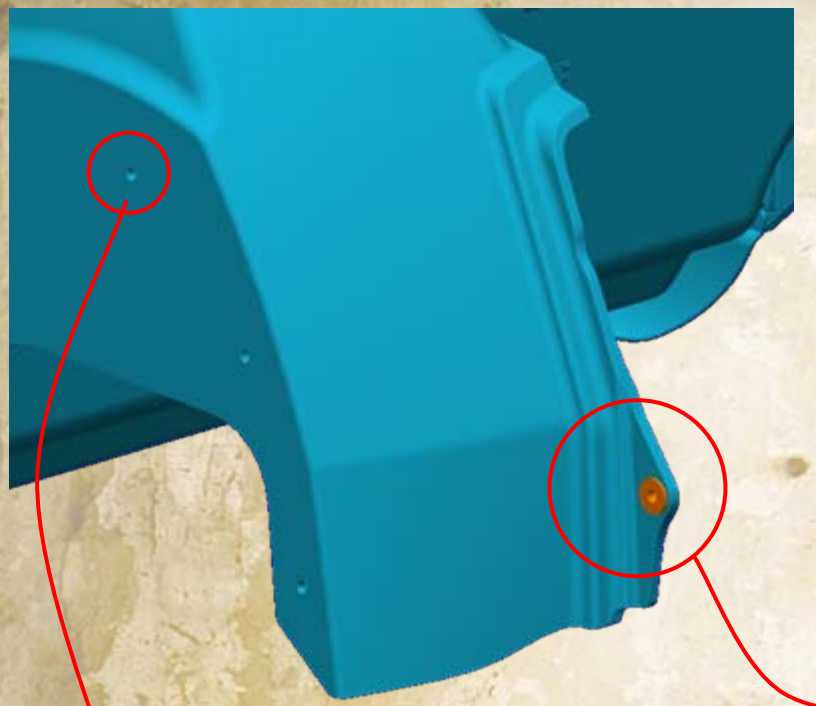


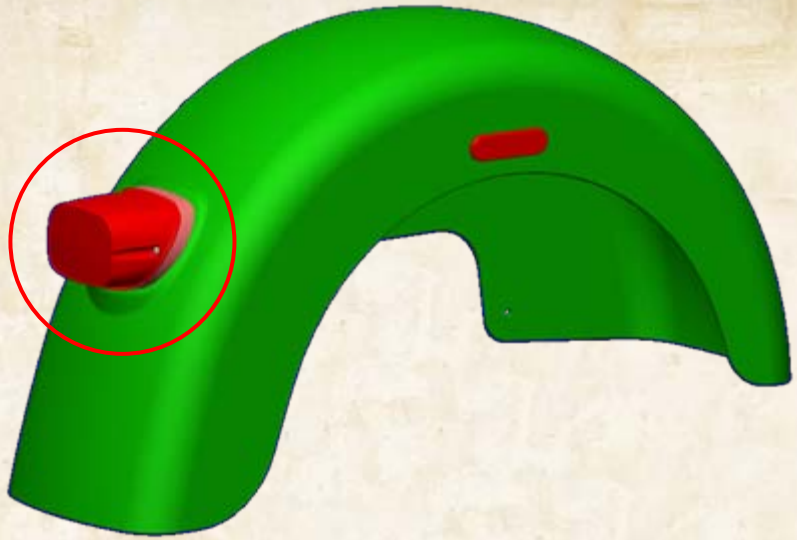
New door seal profile.

New lanyard mounts molded into main body. Lanyard mounts with shoulder bolt.

Install with 1/2 twist. This will coil lanyard while shutting door preventing it from interfering with door seal.

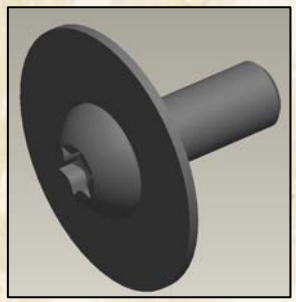
Redesigned tail light pocket.





Integrated mounting tab with metal bushing.

Fenders mount using new SEM fastener.



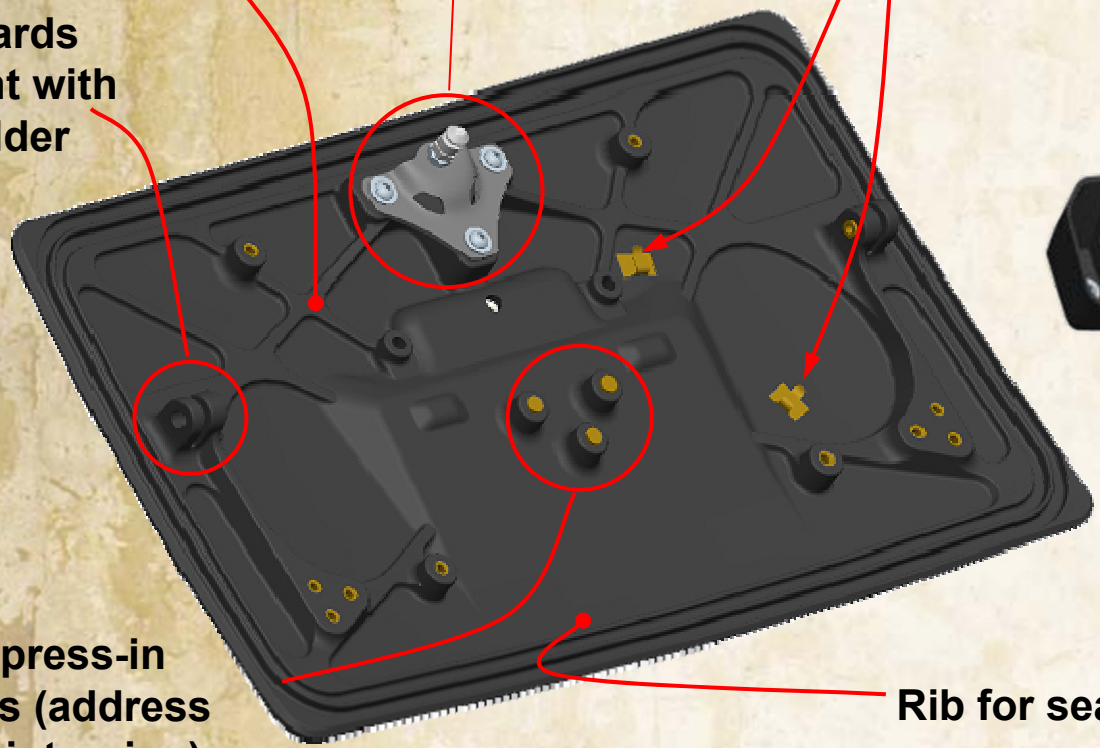
SUMMER DEALER MEETING 2010

Multiple stiffening ribs

New single latch system

Wire routing locations (replaces plastic wire ties)

Lanyards mount with shoulder bolt

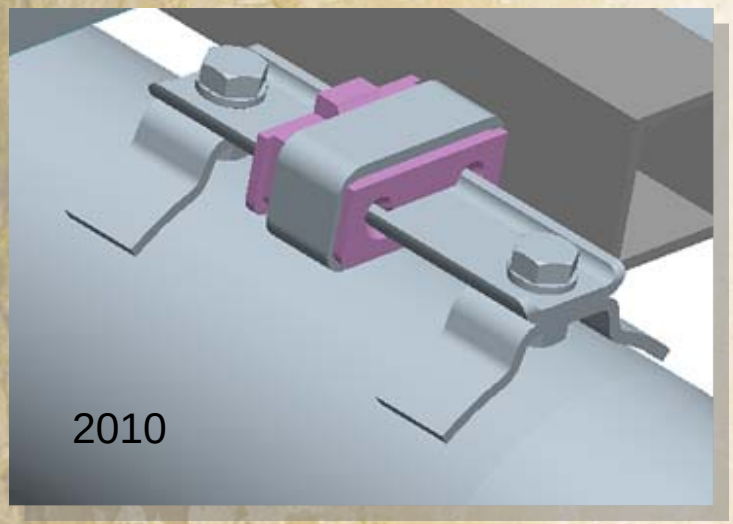


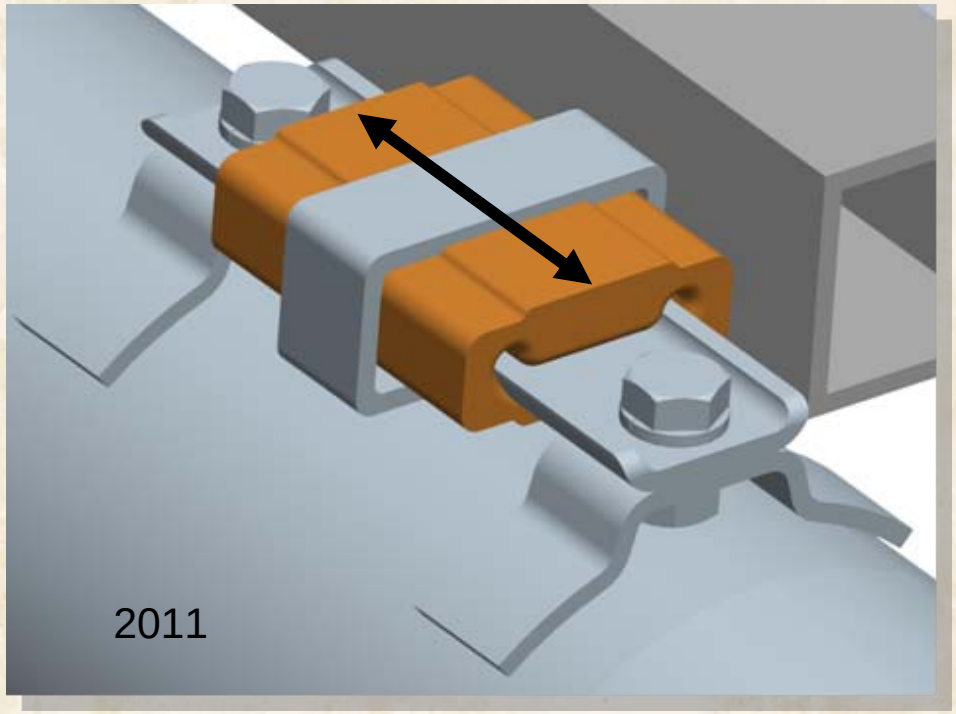
Blind press-in inserts (address water intrusion)

Rib for seal

Exhaust Mounts

Exhaust mount isolator lengthened for improved retention.





Reverse Control Module – (right side)

Friction material changed
Increased surface area
Rear brake discs are quenched and tempered (hardened)
Will retro fit

2010

2011

SUMMER
DEALER MEETING
2010

2011 CVO™

SUMMER DEALER MEETING 2010

FLHTCUSE 6 ULTRA CLASSIC® ELECTRA GLIDE®

- Screamin' Eagle® 110 Powertrain – Granite / Chrome
- 17" front wheel – "Roulette" contrast chrome
- Road Tech® zumo® 660 navigation
- New navigation interface with audio system
- Chrome billet muffler end caps
- Diamond cut identifier inserts
- Chrome mirrors
- Oil cooler with chrome cover
- Customer care package –
  - Tool kit
  - Micro fiber detail cloth
  - Jiffy stand coaster

SUMMER DEALER MEETING 2010

FLHTCUSE & FLTRUSE

Passenger back rest with adjustable lumbar support and leather inserts.
Adjustable rider backrest with leather inserts.
Custom suspended dual control heated seat with leather inserts.
Hammock style suspension with reshaped rider area
Spring-board style suspension in the passenger area

SUMMER DEALER MEETING 2010

FLTRUSE – CVO™ Ultra Classic Road Glide®

Screamin' Eagle® 110 Powertrain – Granite and Chrome

18" front wheel – "Agitator" mirror chrome

18" rear wheel – "Agitator" mirror chrome

"Agitator" floating brake discs with chrome center

Road Tech® zumo® 660 navigation

New navigation interface with audio system

Chrome billet muffler end caps

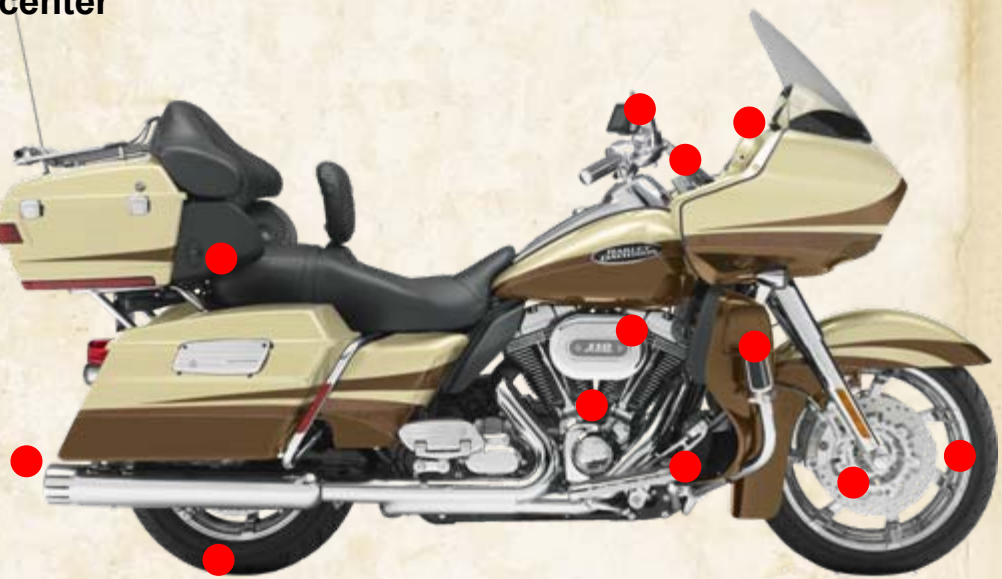
Diamond cut identifier inserts

Oil cooler with chrome cover

1 inch, internally wired handlebar

Chrome mirrors

Audio interface with iPod® nano®



BOOM! Audio, front and rear speakers with tuned amplifier

Customer care package – tool kit, micro fiber detail cloth and jiffy stand coaster

SUMMER DEALER MEETING 2010

FLTRUSE – CVO™ Ultra Classic Road Glide®

Custom suspended dual control leather heated seat with leather inserts and pebbled texture
- Hammock style suspension system and reshaped rider area
- Spring-board style suspension system in passenger area

Passenger backrest with adjustable lumbar support and leather inserts, "Ultra Road Glide" monogram and pebbled texture.

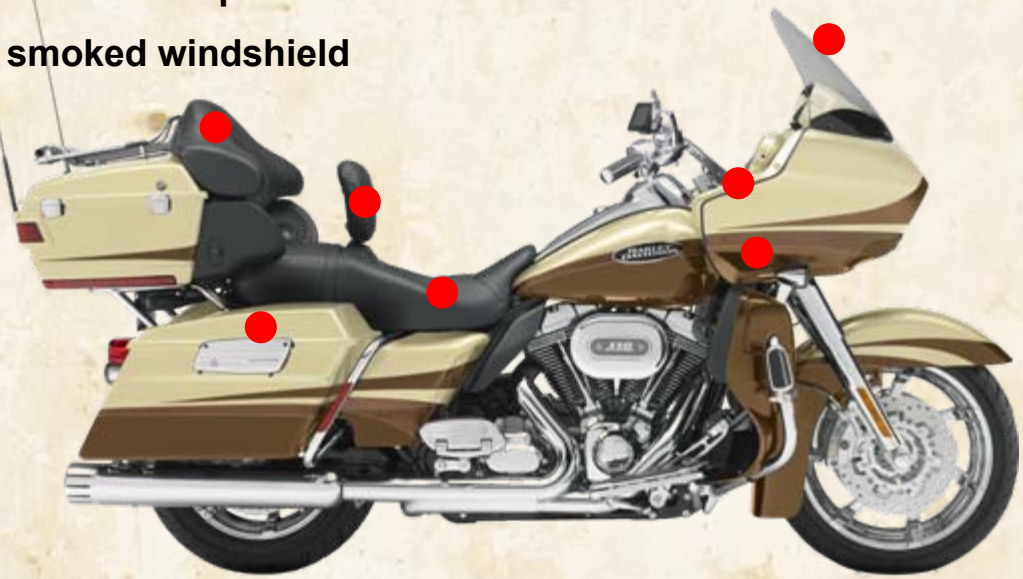
Adjustable rider backrest with leather inserts and pebbled texture.

Road Glide 16" Reduced angle lightly smoked windshield

FLTR Wind deflectors.

(mounted between frame and inner fairing)

Inner fairing storage box with liner



SUMMER DEALER MEETING 2010

FLHXSE2 – CVO™ Street Glide®

Screamin' Eagle® 110 Powertrain -

19" front wheel – "Agitator" contrast chrome or mirror chrome

18" rear wheel – "Agitator" contrast chrome or mirror chrome

"Agitator" floating brake discs with chrome center

Extend, full depth saddlebags

Side fill fuel tank with flush caps

LED turn-tail-stop lighting on rear

Hand adjustable rear suspension

Low profile seat – snake skin inserts

Low profile center console

100W per channel high output audio system with six speakers

Audio interface with iPod® nano®

Customer care package – tool kit, micro fiber detail cloth and jiffy stand coaster

iPod® Interface – FLTRUSE - FLHXSE

An 8GB Apple® iPod nano® is provided with the motorcycle.

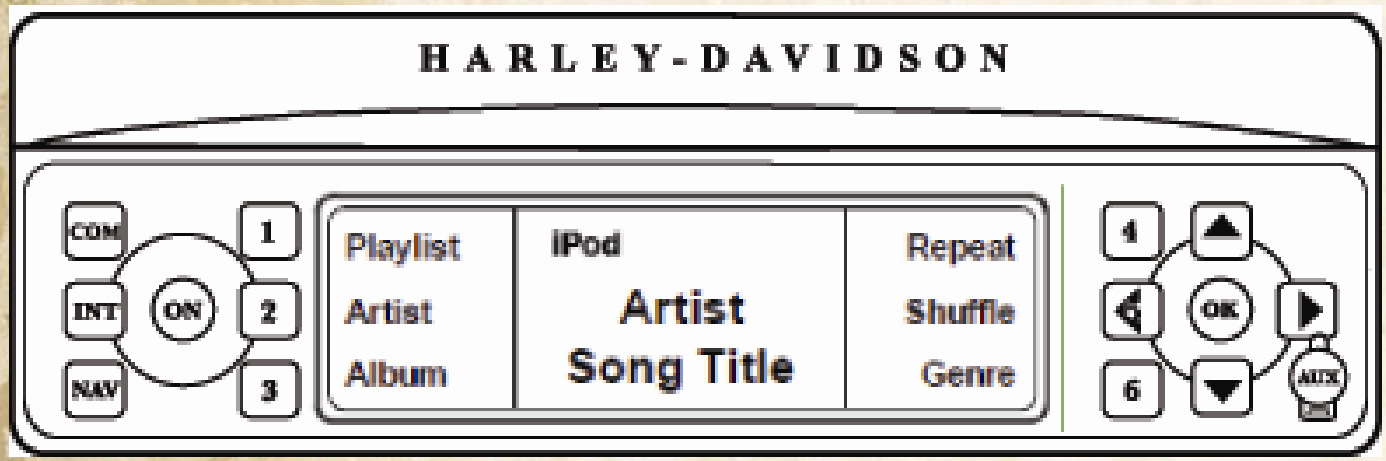
A connector and storage pouch for the iPod® is in the right saddlebag.

The iPod® charges while the ignition switch is in the IGNITION or ACCESSORY position.

iPod® Interface – FLTRUSE - FLHXSE

Navigation and control of the iPod® is performed through the audio system soft keys, rider handlebar controls, and passenger audio controls (on equipped models).

The iPod® screen will indicate the remote connection and the radio display will change as shown below.



iPod® Interface – FLTRUSE - FLHXSE

Device	Compatibility
iPod nano®	Recommended. Tested and certified for use by Harley-Davidson.
iPod touch®	May be used with the system, but not certified for use by Harley-Davidson. Start the music application in the iPod® before using it with the motorcycle.
iPhone®	May be used with the system, but not certified for use by Harley-Davidson. Start the music application in the iPhone® if using it with the motorcycle. Change the iPhone® setting to airplane mode to prevent the phone from ringing through the motorcycle speakers.
iPod classic®	Strongly not recommended. Damage to iPod® may result.
iPod shuffle®	Does not connect with the system. Not compatible for use.

iPod® Interface – FLTRUSE - FLHXSE

If the audio system recognizes a device other than an iPod nano®, a warning message will be displayed.

To continue using a non-certified device with the motorcycle, press and hold the **OK** soft key to clear the warning message.

NOTE

*Hard drive-based devices are **not** recommended for use on the motorcycle, as these devices are sensitive to vibration and can become internally damaged. Also, devices which do not have a standard iPod® dock interface cannot connect with the audio system cable and are not compatible for use.*

SUMMER DEALER MEETING 2010

FLSTSE 2 – CVO™ Softail® Convertible

Detachable saddlebags, passenger pillion, passenger backrest and windshield

SUMMER DEALER MEETING 2010

FLSTSE 2 – CVO™ Softail® Convertible

Screamin' Eagle® 110 Powertrain – Granite and Chrome

18" front wheel – "Stinger" mirror chrome

18" rear wheel – "Stinger" mirror chrome

"Stinger" floating brake discs

20W per channel, fairing mounted audio amplifier

8GB iPod® nano® included

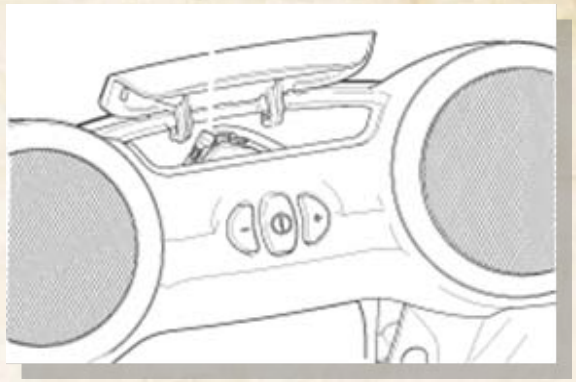
Detachable, locking, sealing leather saddlebags

Detachable passenger pillion and backrest

Detachable color matched compact fairing

Alligator style inserts on seats and saddlebags

Full coverage front and rear fenders



SUMMER DEALER MEETING 2010

FLSTSE 2 – CVO™ Softail® Convertible

- Electronic Throttle Control with Cruise Control
- 1 ¼” Mini-ape handlebar with internal wiring
- Digital Speedometer and analog tachometer
- ABS braking system
- Keyless ignition system
- Lowered suspension
- Extended jiffy stand
- Matched fork and saddlebag locks
- Integrated; stop, tail, turn signals

FLSTSE 2 – Keyless Ignition

Ignition mode:

With the security Fob present, set the handlebar OFF/RUN switch to RUN. The lights and instruments become operational and the motor can be started. The motorcycle will continue running until the OFF/RUN switch is set to OFF.

Taking the security fob out of range will not shut down the engine or turn off the motorcycle after it is turned on. However, the speedometer will display a NO FOB message if the motorcycle begins moving without the Fob present.

When parked, set the OFF/RUN switch to OFF and take the security Fob from the motorcycle to prevent theft or startup. With the motorcycle turned off and the security fob out of range, the starter, ignition system, and OFF/RUN switch are disabled, immobilizing the motorcycle.

FLSTSE 2 – Keyless Ignition

Accessory mode:

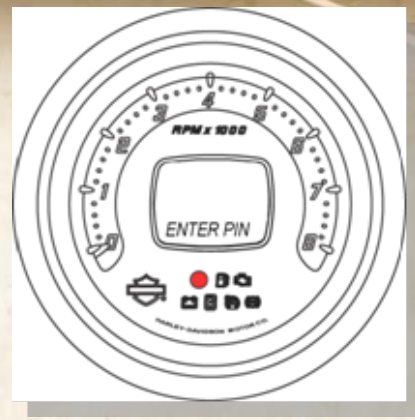
With the security Fob present, press and hold the TRIP switch. The instruments and accessory circuit will be powered. The audio system can be turned on and can be played. The headlamp and turn signal lamps will remain off.

If the vehicle is left in accessory mode for two hours, the vehicle will automatically shut off to prevent complete battery discharge. To resume normal operation, press the TRIP switch again.

Manually entering the PIN to disarm:

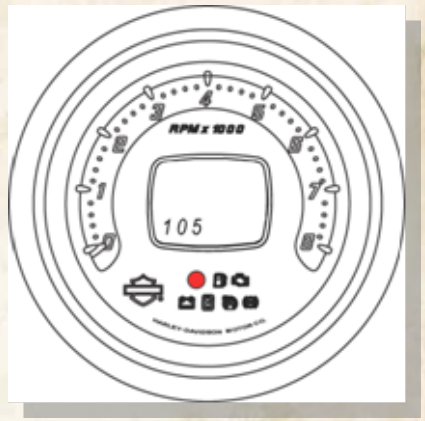
The handlebar turn signal switches are used to enter the PIN. The Odometer display will indicate the number selected and guide the owner through each step.

With motorcycle upright, depress both turn signal switches until “Enter Pin” is displayed on LCD screen.



Press and release the left turn signal button. LCD will display a flashing "1". Pressing the left turn signal switch will increment the digit.

Press the right turn signal switch to enter the displayed number and the LCD will move to the next digit.



Use the left turn signal switch to select the next digit.

After all five digits have been entered, press the right turn signal switch to disarm.